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MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

PLEASE NOTE TIME

Thursday, June 6, 2013

10:00 a.m. – 11:00 a.m.

**SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room A
Los Angeles, CA 90017
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Energy and Environment Committee are also available at: www.scag.ca.gov/committees/eec.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1858. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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Energy and Environment Committee

Members Roster – June 2013

Members

Representing

| | | | |
|--------------------|-------------------------------|-----------------------|--------------------|
| Chair* | 1. Hon. James Johnson | Long Beach | District 30 |
| Vice-Chair* | 2. Hon. Lisa Bartlett | | TCA |
| | 3. Hon. Denis Bertone | San Dimas | SGVCOG |
| | 4. Hon. Brian Brennan | Ventura | VCOG |
| * | 5. Hon. Margaret Clark | Rosemead | District 32 |
| | 6. Hon. Jordan Ehrenkranz | Canyon Lake | WRCOG |
| * | 7. Hon. Mitchell Englander | Los Angeles | District 59 |
| | 8. Hon. Larry Forester | Signal Hill | Gateway Cities |
| * | 9. Hon. Ed Graham | Chino Hills | District 10 |
| | 10. Hon. Steven Hernandez | Coachella | CVAG |
| | 11. Hon. Linda Krupa | Hemet | WRCOG |
| | 12. Hon. Thomas Martin | Maywood | Gateway Cities |
| * | 13. Hon. Judy Mitchell | Rolling Hills Estates | District 40 |
| * | 14. Hon. Mike Munzing | Aliso Viejo | District 12 |
| | 15. Hon. Sam Pedroza | Claremont | SGVCOG |
| | 16. Hon. David Pollock | Moorpark | VCOG |
| | 17. Hon. Jeffrey Prang | West Hollywood | WSCCOG |
| * | 18. Hon. Lupe Ramos Watson | Indio | District 66 |
| | 19. Hon. Edward Scott | Rialto | SANBAG |
| * | 20. Hon. Jack Terrazas | | Imperial County |
| | 21. Hon. Cheryl Viegas-Walker | El Centro | District 1 |
| | 22. Hon. Diane Williams | Rancho Cucamonga | SANBAG |
| | 23. Hon. Edward Wilson | Signal Hill | Gateway Cities |
| | 24. Hon. Frank Zerunyan | Rolling Hills Estates | GCCOG |
| * | 25. Hon. Dennis Zine | Los Angeles | District 50 |

* Regional Council Member

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

JUNE 6, 2013

The Energy & Environment Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. James Johnson, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Time Page No.

Approval Item

- | | | | | |
|----|---|-------------------|--|----------|
| 1. | <u>Minutes of the April 4, 2013 Meeting</u> | Attachment | | 1 |
|----|---|-------------------|--|----------|

ACTION ITEMS

- | | | | | |
|----|--|-------------------|----------------|----------|
| 2. | <u>Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report (PEIR)</u> <i>(Pamela Lee, SCAG Staff)</i> | Attachment | 5 mins. | 7 |
|----|--|-------------------|----------------|----------|

Recommended Action: Recommend that the Regional Council adopt Resolution No. 13-550-1 to approve the Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report.

- | | | | | |
|----|---|-------------------|----------------|-----------|
| 3. | <u>Transportation Conformity Determination for Amendment No. 1 to 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to 2013 Federal Transportation Improvement Program (FTIP)</u> <i>(Rongsheng Luo, SCAG Staff)</i> | Attachment | 5 mins. | 25 |
|----|---|-------------------|----------------|-----------|

Recommended Action: Recommend that the Regional Council adopt the transportation conformity determination for Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP) and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

JUNE 6, 2013

INFORMATION ITEMS

| | <u>Time</u> | <u>Page No.</u> |
|--|----------------------|------------------------|
| 4. <u>EEC Agenda Outlook and Discussion</u> (<i>Hon. James Johnson, Chair</i>) | Oral Update 20 mins. | |
| 5. <u>Summary of Watershed Symposium on Southern California's Role in the Delta</u> (<i>Christine Fernandez, SCAG Staff</i>) | Oral Update 5 mins. | |
| 6. <u>Sustainability Program Call for Proposals Update</u> (<i>Grieg Asher, SCAG Staff</i>) | Attachment 5 mins. | 77 |
| 7. <u>Bottom-up Local Input Process for 2016-2040 RTP/SCS and Growth Forecast Development</u> (<i>Simon Choi, SCAG Staff</i>) | Attachment 15 mins. | 78 |

CHAIR'S REPORT

(*Hon. James Johnson, Chair*)

STAFF REPORT

(*Jonathan Nadler, SCAG Staff*)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

The Energy & Environment Committee (EEC) will be dark in July. The next EEC meeting will be held on Thursday, August 1, 2013 at the SCAG Los Angeles Office.

Energy and Environment Committee
of the
Southern California Association of Governments
April 4, 2013

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee (EEC) held its meeting at the SCAG Los Angeles Office. The meeting was called to order by the Hon. Cheryl Viegas-Walker, Chair. There was a quorum.

Members Present

| | |
|---|-----------------|
| Hon. Sylvia Ballin, San Fernando | District 67 |
| Hon. Lisa Bartlett, Dana Point | TCA |
| Hon. Denis Bertone, San Dimas | SGVCOG |
| Hon. Margaret Clark, Rosemead | District 32 |
| Hon. Larry Forester, Signal Hill | GCCOG |
| Hon. Ed Graham, Chino Hills | District 10 |
| Hon. Steve Hernandez, Coachella | CVAG |
| Hon. James Johnson, Long Beach | District 30 |
| Hon. Thomas Martin, Maywood | GCCOG |
| Hon. Judy Mitchell, Rolling Hills Estates | District 40 |
| Hon. Mike Munzing, Aliso Viejo | District 12 |
| Hon. Sam Pedroza, Claremont | SGVCOG |
| Hon. David Pollock, Moorpark | VCOG |
| Hon. Jack Terrazas | Imperial County |
| Hon. Cheryl Viegas-Walker, El Centro | District 1 |
| Hon. Diane Williams, Rancho Cucamonga | SANBAG |
| Hon. Edward Wilson, Signal Hill | Gateway Cities |

Members Not Present

| | |
|---------------------------------------|-------------|
| Hon. Brian Brennan, San Buenaventura | VCOG |
| Hon. Jeff Duclos, Hermosa Beach | SBCCOG |
| Hon. Jordan Ehrenkranz, Canyon Lake | WRCOG |
| Hon. Mitchell Englander, Los Angeles | District 59 |
| Hon. Linda Krupa, Hemet | WRCOG |
| Hon. Jeffery Prang, West Hollywood | WSCCOG |
| Hon. Lupe Ramos Watson, Indio | District 66 |
| Hon. Ed Scott, Rialto | SANBAG |
| Hon. Mark Waldman, La Palma | OCCOG |
| Hon. Dennis Zine, City of Los Angeles | District 50 |

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Cheryl Viegas-Walker, Chair, called the meeting to order at 10:06 a.m.

ELECTION OF CHAIR AND VICE-CHAIR

Hon. Cheryl Viegas-Walker opened the floor for nominations for EEC Chair and Vice-Chair. Hon. James Johnson, District 30, Long Beach, was nominated and unanimously elected as Chair. Hon. Lisa Bartlett, TCA, Dana Point, was nominated and unanimously elected as Vice-Chair.

PUBLIC COMMENT PERIOD

Leor Alpern, South Coast Air Quality Management District (SCAQMD), informed the members of upcoming SCAQMD programs:

- April 10-11, 2013 - Technology Symposium on Transitioning to Zero-Emissions Freight Transport Technologies, SCAQMD Headquarters, 21865 Copley Drive, Diamond Bar, California.
- May 2013 - SCAQMD Annual Lawn Mower Exchange Program. The event will be held in Long Beach on May 4; Pasadena on May 25; Riverside on June 8; and Anaheim on July 13.
- The March 2013 issue of the SCAQMD Advisor publication contains the application for the Annual Clean Air Awards that will be held in October 2013.

More information can be found on the SCAQMD's website at www.aqmd.gov

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Item

1. Minutes of the March 7, 2013 Meeting

A MOTION was made (Forester) to approve the Consent Calendar. The MOTION was SECONDED (Johnson) and unanimously APPROVED.

ACTION ITEMS

2. Transportation Conformity Determination for Morongo, Pechanga, and the Rest of South Coast Air Basin (SCAB) Nonattainment Areas for 2008 8-hour Ozone National Ambient Air Quality Standards (NAAQS)

Rongsheng Luo, SCAG staff, stated that two (2) areas of Native American Country in the SCAG region, Morongo and Pechanga, were designated by U.S. Environmental Protection Agency (EPA) as separate new nonattainment areas for the 2008 Ozone Standards effective July 20, 2012. These areas were previously considered part of the South Coast Air Basin nonattainment area. Morongo is classified as a "serious" nonattainment area with an attainment date of 2021; Pechanga is a "moderate" nonattainment area with a 2018 attainment date.

SCAG staff has performed the required conformity determination analyses for Morongo and Pechanga. Staff has also updated the conformity analysis for the South Coast Air Basin ozone nonattainment area to account for the exclusion of the Morongo and Pechanga nonattainment areas.

The Draft Conformity Analysis was presented to and discussed with Morongo and Pechanga representatives and also SCAG's Transportation Conformity Working Group (TCWG) for interagency consultation. In addition, the Conformity Determination Draft Report was released for

a 15-day public review ending March 29, 2013. No comments were received by the close of the public comment period.

A MOTION was made (Forester) to recommend that the Regional Council adopt the Transportation Conformity Determination for Morongo, Pechanga, and the rest of South Coast Air Basin nonattainment areas for 2008 8-hour ozone standards and direct staff to submit it to Federal Highway Administration and Federal Transit Administration for approval. The motion was SECONDED (Hernandez) and unanimously APPROVED.

3. Public Health Subcommittee Recommendations

Hon Deborah Robertson, Chair of the Public Health Subcommittee, reported on the recommendations made by the Subcommittee. The subcommittee stated that the recommendations should focus on preserving and improving partnerships that have been built between SCAG and the public health community, along with improving availability of data and information, and promoting active transportation.

Hon. Larry Forester, Signal Hill, stated he was concerned that the recommendations were not reviewed by the technical committees of the sub-regions prior to consideration for approval. Councilman Forester suggested revised action language to reflect that the EEC review and recommend Regional Council approval of the Public Health Subcommittee recommendations as preliminary, recognizing these are starting points subject to further input through an open process during the development of the RTP/SCS over the next three years which will culminate in adoption of the final plan in 2016.

A MOTION was made (Wilson) to recommend Regional Council approval of the Public Health Subcommittee recommendations as preliminary, recognizing these are starting points subject to further input through an open process during the development of the RTP/SCS over the next three (3) years which will culminate in adoption of the final plan in 2016. The MOTION was seconded (Forester) and unanimously APPROVED.

INFORMATION ITEMS

4. Western Riverside Council of Governments (WRCOG) Home Energy Renovation Opportunity (HERO) Program

Barbara Spoonhour, Director of Energy and Environmental Programs, WRCOG, gave a brief presentation on WRCOG's HERO program. Ms. Spoonhour stated that the program offered low cost financing with fixed interest rates for a broad range of energy and water efficient products and renewable energy systems. Homeowners repay the HERO financing through their property tax bill. In order to be eligible to apply, the property must be located within one of the participating WRCOG jurisdictions. There are three (3) methods to submit an application: 1) online; 2) call in or; 3) submit a hard copy. Most applications can be approved instantly or the same business day. More information can be obtained on the website <http://herofinancing.com>

5. Update on the California Environmental Protection Agency (Cal/EPA) California Communities Environmental Health Screening Tool

Ping Chang, SCAG staff, briefed the EEC on the California Communities Environmental Health Screening Tool (CalEnviroScreen) developed by the California Environmental Protection Agency

(Cal/EPA) to evaluate the combined impacts of pollution on communities. The tool is intended to be used by Cal/EPA to prioritize, focus resources, and help Cal/EPA comply with statutory mandates related to environmental justice. The tool will also be used to identify impacted communities for investment opportunities pursuant to Senate Bill 535. Cal/EPA is scheduled to finalize the tool towards the end of April 2013.

9. Update on Administration's Draft Cap-and-Trade Auction Proceeds Investment Plan

The Committee discussed this item first on the Agenda. At its October 4, 2012 meeting, SCAG's Regional Council adopted principles for investment of auction proceeds available for transportation purposes. On February 15, 2013, State agencies released the draft Cap-and-Trade Auction Proceeds Investment Plan. Hon. Pam O'Connor gave testimony of behalf of the Regional Council at the February 27, 2013 Cap-and-Trade workshop in downtown Los Angeles consistent with Board adopted principles. Subsequently, SCAG submitted written comments on the draft plan.

Cynthia Marvin, Air Resources Board (ARB) Division Chief, provided an update on the Administration's draft Cap-and Trade Auction Proceeds Investment Plan and next steps. After receiving comments on the draft investment, the revised investment plan will be released in early April 2013 and a public workshop held on April 25, 2013 in Sacramento. The three (3) year investment plan will then be submitted to the legislature on May 15, 2013 along with the Governor's revised budget. The dollars available will not be known until after the Fiscal Year 2013/14.

Hon. Cheryl Viegas-Walker stated that labeling a community as "disadvantaged" is harmful. Hon. Cheryl Viegas-Walker requested that the ARB reconsider the label "disadvantaged communities" and strongly urged using a new phrase that is more positive.

6. Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report (PEIR)

Pamela Lee, SCAG staff, stated that SCAG identified modifications and additions to some of the projects in the 2012-2035 RTP/SCS, adopted in April 2012. As a result, staff has prepared Amendment #1 to the RTP/SCS. Amendment #1 to the 2012-2035 RTP/SCS is simultaneously presented today to SCAG's Transportation Committee. Staff also analyzed the project changes in regards to California Environmental Quality Act (CEQA) requirements, and whether or not those project changes affected the 2012-2035 RTP/SCS PEIR analysis. As described in the staff report, staff has found that the proposed project modifications and additions are consistent with the analysis, mitigation measures and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR; and would not result in either new significant environmental effects or substantial increase in the severity of previously identified significant effects. After the RTP/SCS Amendment #1 public review period ends, the Addendum #1 to the PEIR will be presented at the EEC's June 6, 2013 meeting as an action item for recommendation to the Regional Council (RC) for approval.

7. Transportation Conformity Analysis for Draft Amendment No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and draft Amendment No 13-04 to the 2013 Federal Transportation Improvement Program (FTIP)

Rongsheng Luo, SCAG staff, stated that because of time constraints he would refer members to his written staff report and would respond to any questions. There were no questions.

Jonathan Nadler, SCAG staff, clarified that this agenda item was connected to the RTP/SCS Amendment #1 that SCAG's Transportation Committee was considering today for public release and for which SCAG was required to perform conformity analysis as well.

8. Summary Report from Subcommittees – Receive and file

CHAIR'S REPORT

Hon. Cheryl Viegas-Walker announced that today was the last EEC meeting she would serve as Chair and that she very much enjoyed the opportunity. Hon. Cheryl Viegas-Walker encouraged members of the committee to register for SCAG's Annual General Assembly, May 2-3, in Palm Desert.

STAFF REPORT

Jonathan Nadler, SCAG staff, expressed his appreciation for the Hon. Cheryl Viegas-Walker's leadership as Chair of the EEC for the past year.

FUTURE AGENDA ITEMS - None

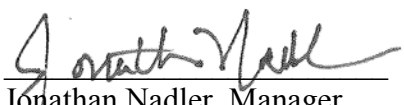
ANNOUNCEMENTS - None

ADJOURNMENT

Hon. Cheryl Viegas-Walker adjourned the meeting at 11:55 a.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, June 6, 2013 at the SCAG Los Angeles Office.

Action Minutes Approved by:


Jonathan Nadler, Manager
Compliance & Performance
Monitoring

Energy and Environment Committee Attendance Report

2013

| Member (including Ex-Officio) LastName, FirstName | Date Appointed if after 1/1/13 | Representing | X = County Represented | | | | | | X = Attended Black Shading = Dark NM = New Member | | | | | | | | | | | | Total Mtgs Attended |
|--|--------------------------------|-----------------|------------------------|-------------|----------|-----------|-----------------|----------|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------------------|
| | | | Imperial | Los Angeles | Orange | Riverside | San Bernar dino | Ventura | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | |
| Bartlett, Lisa* | | OCCOG | | | X | | | | X | X | X | X | | | | | | | | | |
| Bertone, Denis | | SGVCOG | | X | | | | | X | X | X | X | G | | | | | | | | |
| Brennan, Brian | | VCOG | | | | | | X | | | | | E | | | | | | | | |
| Clark, Margaret* | | Rosemead | | X | | | | | X | X | X | X | N | | | | | | | | |
| Ehrenkranz, Jordan | | WRCOG | | | | X | | | X | X | | | E | | | | | | | | |
| Englander, Mitchell* | | Los Angeles | | X | | | | | | | X | | R | | | | | | | | |
| Forester, Larry | | Gateway Cities | | X | | | | | X | X | X | X | A | | | | | | | | |
| Graham, Ed | | Chino Hills | | | | | X | | X | X | X | X | L | | | | | | | | |
| Hernandez, Steven | Feb. | CVAG | | | | | X | | | X | X | X | | | | | | | | | |
| Krupa, Linda | Feb. | Hemet | | | | X | | | | X | | | A | | | | | | | | |
| Johnson James | | Long Beach | | X | | | | | | X | X | X | S | | | | | | | | |
| Martin, Thomas | | GCCOG | | X | | | | | X | X | X | X | S | | | | | | | | |
| Mitchell, Judy* | | SBCCOG | | X | | | | | | | X | X | E | | | | | | | | |
| Munzing, Mike | April | OCCOG | | | X | | | | | | X | X | M | | | | | | | | |
| Pedroza, Sam | | SGVCOG | | X | | | | | X | X | X | X | B | | | | | | | | |
| Pollock, David | | VCOG | | | | | | X | X | X | X | X | L | | | | | | | | |
| Prang, Jeffery | | W. Hollywood | | X | | | | | | | | | Y | | | | | | | | |
| Ramirez, Carmen | April | Oxnard | | | | | | X | | | | | | | | | | | | | |
| Ramos Watson, Lupe | | CVAG | | | | X | | | | X | | | | | | | | | | | |
| Scott, Edward | | SANBAG | | | | | X | | | | | | | | | | | | | | |
| Terrazas, Jack | | Imperial County | X | | | | | | X | X | X | X | | | | | | | | | |
| Viegas Walker, Cheryl* | | El Centro | X | | | | | | X | X | X | X | | | | | | | | | |
| Williams, Diane | | SANBAG | | | | | X | | X | X | X | X | | | | | | | | | |
| Wilson, Edward | | Signal Hill | | X | | | | | X | | X | X | | | | | | | | | |
| Zine, Dennis* | | Los Angeles | | X | | | | | X | X | | | | | | | | | | | |
| TOTALS | | | 2 | 12 | 2 | 3 | 3 | 3 | | | | | | | | | | | | | |

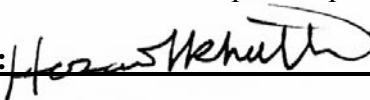
DATE: June 6, 2013

TO: Energy and Environment Committee (EEC)
Regional Council (RC)

FROM: Huasha Liu, Director of Land Use & Environmental Planning, (213) 236-1838,
liu@scag.ca.gov

SUBJECT: Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report (PEIR)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council adopt Resolution No. 13-550-1 to approve the Addendum No. 1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report.

RECOMMENDED ACTION FOR RC:

Adopt Resolution No. 13-550-1 to approve the Addendum No. 1 to the Program Environmental Impact Report to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

EXECUTIVE SUMMARY:

Since the adoption of the 2012-2035 RTP/SCS, SCAG has received requests from the six (6) County Transportation Commissions (CTCs) in the SCAG region to amend the RTP/SCS to reflect additions or changes to a number of critical transportation projects. SCAG has assessed the additional and modified projects at the programmatic level and finds that the projects identified in the 2012-2035 RTP/SCS Amendment No. 1 are consistent with the analysis; mitigation measures; and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Further, SCAG finds that the proposed changes to the 2012-2035 RTP/SCS Project List identified in 2012-2035 RTP/SCS Amendment No.1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR. As such, SCAG has prepared Addendum No. 1 to the 2012-2035 RTP/SCS PEIR for approval.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

On April 4, 2012, the RC adopted the 2012-2035 RTP/SCS. On June 4, 2012, the FHWA/FTA approved the transportation conformity determination required under the federal Clean Air Act, for the 2012-2035 RTP/SCS. Since that time, SCAG has received requests from the six (6) CTCs in the SCAG region to amend the 2012-2035 RTP/SCS to reflect additions or changes to a number of critical transportation projects in order to allow them to move forward towards the implementation phase.

REPORT

The 2012-2035 RTP/SCS includes approximately 3,600 projects with completion dates spread over a 23-year time period. The Amendment No. 1 to the 2012-2035 RTP/SCS proposes revisions to 36 projects and includes seven (7) new projects. Most of the project modifications are relatively minor in nature, including changes to completion years, costs, as well as minor modifications to project scopes. The proposed Amendment No. 1 to the 2012-2035 RTP/SCS is contained in your EEC agenda packet, as an attachment to Agenda Item No. 3.

BASIS FOR A PEIR ADDENDUM:

When an EIR has been certified and the project is modified or otherwise changed after certification, additional review may be necessary pursuant to CEQA. The key considerations in determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Section 15162, 15163 and 15164. In general, an Addendum is allowed when there are no substantial changes to the project or new information that would require major revisions to the EIR. Substantial changes are defined as those which “will require major revisions of the previous EIR...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” An Addendum is not required to be circulated for public review.

ENVIRONMENTAL ASSESSMENT:

SCAG staff conducted a programmatic environmental assessment of the changes to the 2012-2035 RTP/SCS Project List documented in proposed Amendment No. 1 pursuant to CEQA. SCAG found that adoption of the proposed modifications would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. SCAG staff also finds that the proposed modifications are consistent with the analysis; mitigation measures; and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Therefore, it is determined that a subsequent or supplemental EIR was not required and the EIR Addendum No. 1 to the 2012-2035 RTP/SCS fulfills the requirements of CEQA.

FISCAL IMPACT:

Work associated with this item is included in the current FY2012/13 Overall Work Program No. 020.SCG00161.04.

ATTACHMENTS:

1. Resolution No. 13-550-1
2. Addendum No. 1 to the 2012-2035 RTP/SCS Program Environmental Impact Report

LEGAL REVIEW:

The Legal Counsel has reviewed this report and attachments.



Joann Africa, Chief Counsel



**ASSOCIATION of
GOVERNMENTS**

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RESOLUTION NO. 13-550-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
APPROVING THE ADDENDUM NO. 1 TO THE
FINAL 2012-2035 RTP/SCS PROGRAM ENVIRONMENTAL
IMPACT REPORT (PEIR) FOR THE
2012-2035 REGIONAL TRANSPORTATION
PLAN/SUSTAINABLE COMMUNITIES STRATEGY
(2012-2035 RTP/SCS)**

WHEREAS, SCAG adopted and certified the Final Program Environmental Impact Report (PEIR) for the 2012-2035 RTP/SCS (SCH #2011051018) on April 4, 2013, in accordance with the California Environmental Quality Act ("CEQA"), Cal. Pub. Res. Code Section 21000 et seq.; and

WHEREAS, when certifying the Final PEIR for the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR), the SCAG Regional Council approved Resolution 12-538-1 which is incorporated herein by reference (available at <http://rtpscs.scag.ca.gov/Pages/Final-2012-PEIR.aspx> or by contacting SCAG) to adopt Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program; and

WHEREAS, since the adoption of the 2012-2035 RTP/SCS, staff has received requests from all six county transportation commissions in the SCAG region to amend the 2012-2035 RTP/SCS to reflect additions of projects or modifications to project scopes, costs, and/or schedules for critical transportation projects specified in the proposed Amendment No. 1 to the 2012-2035 RTP/SCS, in order to allow such projects to move forward toward the implementation phase; and

WHEREAS, when an environmental impact report (EIR) has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary; and

WHEREAS, pursuant CEQA Guidelines Section 15164(a), an Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred set forth under CEQA Guidelines Section 15162 requiring preparation of a Subsequent EIR; and

WHEREAS, pursuant to CEQA Guidelines Section 15164(d) the Regional Council has considered the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR with the Final PEIR prior to making a decision on the Amendment No. 1 to the 2012-2035 RTP/SCS; and

WHEREAS, for the reasons set forth in Addendum No. 1 to the 2012-2035 RTP/SCS PEIR, SCAG determined that an Addendum is the appropriate CEQA document because the proposed project revisions as set forth in the Amendment No. 1 to the 2012-2035 RTP/SCS do not meet the conditions of CEQA Guidelines Section 15162, for preparation of a Subsequent EIR; and

WHEREAS, SCAG prepared Addendum No. 1 to the 2012-2035 RTP/SCS PEIR, attached hereto and incorporated herein by this reference (Attachment 2), in order to address proposed changes to the 2012-2035 RTP/SCS as described in Amendment No. 1 to the 2012-2035 RTP/SCS.

NOW, THEREFORE BE IT RESOLVED, by the SCAG Regional Council, that the foregoing recitals are true and correct and incorporated by this reference; and

BE IT FURTHER RESOLVED that the SCAG Regional Council finds as follows:

1. The Addendum No. 1 to the 2012-2035 RTP/SCS PEIR has been completed in compliance with CEQA.
2. The adoption of the proposed revisions set forth in Amendment No. 1 to the RTP/SCS would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects; such proposed changes are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR; and thus, a subsequent or supplemental EIR is not required and the Addendum No. 1 to the 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.

APPROVED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 6th day of June, 2013.

[SIGNATURES ON FOLLOWING PAGE]

Gregory S. Pettis
President, SCAG
Councilmember, Cathedral City

Attest:

Hasan Ikhata
Executive Director

Approved as to Form:

Joanna Africa
Chief Counsel

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Addendum No. 1 to the **Program Environmental Impact Report** *for the 2012-2035 RTP/SCS*

Southern California Association of Governments
2012-2035 Regional Transportation Plan/Sustainable Communities Strategy
State Clearinghouse # 2011051018



Introduction

Southern California Association of Governments (SCAG) proposes to amend the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP is a long-range vision for regional transportation investments. Using growth forecasts and economic trends, the RTP considers the role of transportation relative to economic factors, environmental issues and quality-of-life goals, and provides an opportunity to identify transportation strategies today that address mobility needs for the future. The RTP is updated every four years to reflect changes in economic trends, state and federal requirements, progress made on projects, and adjustments for population and jobs. The SCS, a new element of the RTP pursuant to SB375, integrates land use, transportation strategies, and transportation investments within the Plan.

The 2012-2035 RTP/SCS Project List (hereafter referred to as “Project List”) contains thousands of individual transportation projects that aim to improve the region’s mobility and air quality, and revitalize the economy and includes, but is not limited to, highway improvements such as mixed flow lanes, interchanges, ramps, high occupancy vehicle (HOV) lanes, toll lanes, and arterials; transit improvements such as bus, bus rapid transit (BRT) and various rail upgrades; high speed regional transport (HSRT); and goods movement strategies. Although the 2012-2035 RTP/SCS has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the 2012-2035 RTP/SCS is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

Since the adoption of the 2012-2035 RTP/SCS in April 2012, SCAG has received requests from several county transportation commissions to amend the Plan to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects contained therein (proposed Amendment

No. 1 to the 2012-2035 RTP/SCS, referred to herein as “2012-2035 RTP/SCS Amendment No. 1”).

As the Lead Agency under the California Environmental Quality Act (CEQA, Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final RTP/SCS Program EIR (PEIR) for the 2012-2035 RTP/SCS to evaluate the potential environmental impacts associated with implementation of the 2012-2035 RTP/SCS and to identify practical and feasible mitigation measures.

As is appropriate for a program EIR, the 2012-2035 RTP/SCS PEIR focuses on a region-wide assessment of existing conditions and potential impacts as well as broad policy alternatives and program-wide mitigation measures (CEQA Guidelines Section 15168(b)(4)). Pursuant to Section 15152 of the CEQA Guidelines, subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the 2012-2035 RTP/SCS PEIR. The CEQA Guidelines do not require a Program EIR to specifically list all subsequent activities that may be within its scope. For large scale planning approvals (such as the RTP/SCS), where site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, the site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

In sum, the 2012-2035 RTP/SCS PEIR serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed Plan by analyzing the projects and programs on a broad regional scale, not at a site-specific level of analysis. Site specific analysis will occur as each project is defined and goes through individual project review. The 2012-2035 RTP/SCS PEIR was certified on April 4, 2012; This Addendum to the 2012-2035 RTP/SCS PEIR has been prepared to address proposed updates and revisions to the 2012-2035 RTP/SCS

Basis for the Addendum

When an EIR has been certified and the project is modified or otherwise changed after certification, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines Sections 15162, 15163 and 15164.

Specifically, CEQA Guidelines Section 15162(a) provides that a Subsequent EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be

feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An Addendum to an EIR may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

An Addendum to the 2012-2035 RTP/SCS PEIR is appropriate to address the proposed changes in Amendment No. 1 to the 2012-2035 RTP/SCS because the proposed revisions do not meet the conditions of Section 15162(a) for preparation of a subsequent EIR. Neither the proposed new projects or changes to existing projects would result in 1) substantial changes to the 2012-2035 RTP/SCS which will require major revisions of the 2012-2035 RTP/SCS PEIR; 2) substantial changes to the circumstances under which the 2012-2035 RTP/SCS is being undertaken which will require major revisions

in the 2012 PEIR; or 3) new information of substantial importance showing significant effects not previously examined.

While the proposed changes to the 2012-2035 RTP/SCS Project List may arguably represent “New information of substantial importance...” at the local level, these changes are not substantial at the regional level as analyzed in the 2012-2035 RTP/SCS PEIR. More specifically, the proposed changes to the 2012-2035 RTP/SCS Project List would not result in one or more significant effects (at the regional level) not discussed in the 2012-2035 RTP/SCS PEIR, nor result in impacts that are substantially more severe than shown in the 2012-2035 RTP/SCS PEIR. Moreover, no changes to the mitigation measures contained in the 2012-2035 RTP/SCS PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the 2012-2035 RTP/SCS PEIR, the level of detail for individual projects on the RTP/SCS Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in Tier 2, project-specific environmental documents prepared by the

Project Description

The 2012-2035 RTP/SCS includes approximately 3,600 projects with completion dates spread over a 23 year time period. Proposed 2012-2035 RTP/SCS Amendment No. 1 includes 43 projects, or approximately 1% of the total 2012-2035 RTP/SCS projects. The amendment proposes revisions (scope, schedule, or costs) to thirty projects already included in the 2012-2035 RTP/SCS and also includes seven new projects. The new projects include transit, freeway, and arterial projects, none of which are different than the types of projects already included in the 2012-2035 RTP/SCS and analyzed in the PEIR.

The project changes identified in proposed 2012-2035 RTP/SCS Amendment No. 1 can be broadly categorized as follows:

- Project is new and is not currently included in the 2012-2035 RTP/SCS Project List

individual agencies proposing each project. In sum, the proposed changes to the 2012-2035 RTP/SCS Project List, contained in the 2012-2035 RTP/SCS Amendment No. 1 do not result in any of the conditions described in CEQA section 15162(a). For these reasons, SCAG has elected to prepare an addendum to the 2012 PEIR rather than a subsequent EIR.

SCAG has assessed the additional and modified projects at the programmatic level, and finds that the projects identified in Amendment No. 1 are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2012-2035 RTP/SCS PEIR. Further, SCAG finds that the proposed changes to the 2012-2035 RTP/SCS Project List identified in 2012-2035 RTP/SCS Amendment No. 1 would not result in a substantial change to the region-wide impacts programmatic address in the 2012-2035 RTP/SCS PEIR. As such, SCAG has prepared this Addendum to the 2012-2035 RTP/SCS PEIR.

- Project currently exists in the 2012-2035 RTP/SCS Project List, but:
 - has a revised description,
 - has a revised schedule,
 - has a change in total cost, or
 - includes a combination of the above changes
- Duplicate project removed or project combined with another project in the 2012-2035 RTP/SCS Project List

Proposed revisions to the 2012-2035 RTP/SCS Project List are described in 2012-2035 RTP/SCS Amendment No. 1, Project Modifications section (pp. 3-35), which is incorporated herein by this reference. The proposed 2012-2035 RTP/SCS Amendment No. 1 is posted at <http://rtpscs.scag.ca.gov/Pages/Draft-Amendment-1.aspx>.

Analysis of Impacts

The changes described above to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR broadly identifies a number of region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by the 2012-2035 RTP/SCS.

The 2012-2035 RTP/SCS PEIR presents analysis at the programmatic level of various types of projects, including both modifications to the existing system as well as new systems such as new highway and transit facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and High-Speed Rail.

Although the new projects identified in the 2012-2035 RTP/SCS Amendment No. 1 were not identified in the 2012-2035 RTP/SCS

PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the 2012-2035 RTP/SCS and with the analysis and conclusions presented in the 2012-2035 RTP/SCS PEIR. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA, and all other applicable regulations.

No changes to the mitigation measures contained in the 2012-2035 RTP/SCS PEIR are necessary or proposed. SCAG has determined that the changes and additions identified above would result in impacts that would fall within the range of impacts identified in the 2012-2035 RTP/SCS PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2012-2035 RTP/SCS PEIR are anticipated to result from the changes and additions identified in the 2012-2035 RTP/SCS Amendment No. 1.

Aesthetics and Views

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are not expected to cause significant adverse impacts to aesthetics or views beyond those already described in the 2012-2035 RTP/SCS PEIR. Significant impacts anticipated in the 2012-2035 RTP/SCS PEIR would be the substantial degradation of the existing visual character or quality of the site and its surroundings, adverse effects on a scenic vista, damage to scenic resources, creating a new source of substantial light affecting day or nighttime views, and affecting shadow-sensitive uses that would be shaded by a project-related structure for more than three hours in the winter or for more than four hours during the summer (2012-2035 RTP/SCS PEIR pp. 3.1-8 – 3.1-18).

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in aesthetic or view impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Air Quality

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are not expected to cause additional significant air quality impacts beyond those already identified in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified significant and unavoidable impacts to regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.2-21 – 3.2-41). Nevertheless, both the 2012-2035 RTP/SCS and Amendment No. 1 meet the regional emissions and other tests set forth by the federal Transportation Conformity regulations, demonstrating the integrity of the State Implementation Plans prepared pursuant to the federal Clean Air Act for the non-attainment and maintenance areas in the SCAG region. The updated conformity analysis can be found in section 3

of the 2012-2035 RTP/SCS Amendment No. 1 and is incorporated herein by reference.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in air quality impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Biological Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are consistent with the findings of the 2012-2035 RTP/SCS PEIR analysis of biological resources. The 2012-2035 RTP/SCS PEIR concluded that significant impacts expected with the implementation of the RTP/SCS includes the disturbance and removal of natural vegetation that may be utilized by sensitive species, habitat fragmentation and associated decrease in habitat quality, litter, trampling, light pollution and road noise, displacement of riparian and wetland habitat, siltation, loss of prime farmlands, grazing lands, open space and recreation lands. (2012-2035 RTP/SCS PEIR pp. 3.3-39 – 3.3-59).

Detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency for each individual project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide biological impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Cultural Resources

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 would result

in impacts consistent with the findings of the 2012-2035 RTP/SCS PEIR on cultural resources. The 2012-2035 RTP/SCS PEIR

determined that the development of new transportation facilities may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of new transportation facilities may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings within the proposed project area, or through indirect affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (2012-2035 RTP/SCS PEIR pp. 3.4-18 - 3.4-27).

Geology, Soils, and Mineral Resources

Potential impacts on geology, soils, and mineral resources resulting from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 would be consistent with the findings of the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR identified that damage to transportation infrastructure can result from geologic and seismic activity, such as surface rupture, ground shaking, subsidence, liquefaction, soil expansion and land-sliding. In addition work associated with implementation of the 2012-2035 RTP/SCS could cause impacts such as soil erosion, ground instability and loss of mineral resources. However, incorporation of mitigation measures identified in the 2012-2035 RTP/SCS PEIR would alleviate significant impacts associated with geological safety and mineral loss (2012-2035 RTP/SCS PEIR pp. 3.5-14 – 3.5-23).

Greenhouse Gas Emissions

The proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are not expected to cause additional significant greenhouse gas emission impacts beyond those already identified in the 2012-2035 RTP/SCS PEIR. Though lead agencies retain the discretion to determine

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide cultural resource impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide geology, soils, or mineral resource impacts programmatically addressed in the 20012 PEIR.

thresholds of significance of GHG emissions, the 2012-2035 RTP/SCS PEIR identifies three thresholds of significance: increase in GHG emissions compared to existing conditions, conflict with SB 375 GHG emission reduction targets, and conflict with other applicable GHG reduction plans. Both the 2012-2035 RTP/SCS and proposed

Amendment No. 1 achieve and exceed the SB375 per capita GHG reduction targets for the SCAG region.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

Hazardous Materials

Potential impacts on hazardous materials from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 would be consistent with the findings of the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR concluded that the RTP/SCS would improve the movement of goods, including hazardous materials, through the region. The potential significant impacts include potential hazards created due to the disturbance of contaminated property during implementation of the 2012-2035 RTP/SCS and risk of accidental releases due to an increase in the transportation of hazardous materials and the potential for such releases to reach schools within one-quarter mile of transportation facilities affected by the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.7-8 – 3.7-18).

Land Use and Agricultural Resources

Potential impacts to land use that could result from the proposed changes to the 2012-2035 RTP/SCS -Project List contained in the 2012-2035 RTP/SCS Amendment No. 1 are anticipated to result in impacts consistent with the findings of the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR analyzed potential impacts of the 2012-2035 RTP/SCS on land use consistency and compatibility. The 2012-2035 RTP/SCS PEIR concluded that the RTP/SCS would affect land use patterns and the consumption of agricultural land and forest resources. Expected significant impacts include substantial land use density growth in areas adjacent to transit, separation of

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in greenhouse gas emissions impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increases in region-wide hazardous materials impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

residences from community facilities and services and impacts on vacant natural lands (2012-2035 RTP/SCS PEIR pp. 3.8-11 – 3.8-27).

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the

Project List would not result in any significant new or increases in region-wide land use and agricultural resource impacts beyond

Noise

Potential noise impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 201 RTP/SCS Amendment No. 1 are anticipated to be consistent with the findings of the 2012-2035 RTP/SCS PEIR for noise. The projects could potentially cause temporary or permanent increases in ambient noise levels and expose noise-sensitive land uses to noise increases in excess of acceptable levels. However, the assessment in the 2012-2035 RTP/SCS PEIR Noise Chapter adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level (2012-2035 RTP/SCS PEIR pp. 3.9-13 – 3.9-26). Impacts from the proposed project identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2012-2035 RTP/SCS PEIR.

Population, Housing and Employment

Potential impacts to population, housing, and employment from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are anticipated to be consistent with the findings for the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR analyzed potential impacts to population growth and current residential and business land uses that could occur upon implementation of the 2012-2035 RTP/SCS. The 2012-2035 RTP/SCS PEIR concluded that the RTP would result in significant impacts including substantial induced population growth in areas adjacent to transit, displacement of existing businesses and homes, separation of residences from community facilities and services, and impacts on vacant natural lands. Also indirectly, population distribution is expected to occur due to the

those identified in the 2012-2035 RTP/SCS PEIR.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide noise impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

transportation investments and land use policies identified in the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.10-6 – 3.10-13).

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Therefore, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide population, employment, and housing impacts programatically addressed in the 2012-2035 RTP/SCS PEIR.

Public Services and Utilities

The potential impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 20012 RTP/SCS Amendment No. 1 are anticipated to be within the range of, and consistent with the findings of, the 2012-2035 RTP/SCS PEIR for public services and utilities of the 2012-2035 RTP/SCS PEIR. Anticipated significant cumulative impacts include demand for more police, fire, emergency personnel and facilities; demand for more school facilities and teachers; demand for additional solid waste services, and increased potential of encountering and severing utility lines during implementation of the 2012-2035 RTP/SCS (2012-2035 RTP/SCS PEIR pp. 3.11-45 – 3.11-56).

Transportation, Traffic and Security

Proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are not expected to cause significant adverse impacts on region-wide transportation beyond what was analyzed in the 2012-2035 RTP/SCS PEIR. The 2012-2035 RTP/SCS PEIR utilized data from the Regional Travel Demand Model to present a regional analysis for the impacts of the 2012-2035 RTP/SCS on transportation. The 2012-2035 RTP/SCS PEIR identifies the following significant impacts from implementation of the 2012-2035 RTP/SCS: increased Vehicle Miles Traveled (VMT); greater average daily Vehicle Hours of Delay (VHD) for heavy-duty truck trips; increased percentage of work opportunities within a 45 minute travel time; and lower system-wide fatality accident rate and injury accident rate in the SCAG region (2012-2035 RTP/SCS PEIR pp. 3.12-23 – 3.12-45).

Water Resources

The potential impacts from the proposed changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are anticipated to be within the range of, and

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide public service or utilities impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level.. Therefore, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide transportation, traffic, and security impacts programmatically addressed in the 2012-2035 RTP/SCS PEIR.

consistent with the findings of, the 2012-2035 RTP/SCS PEIR on water resources. The 2012-2035 RTP/SCS PEIR identified degradation of surface water quality, potential reduction of

groundwater infiltration; increased flooding hazards; and potentially increase demand for water supply and associated infrastructure (2012-2035 RTP/SCS PEIR pp. 3.13-25 – 3.13-48).

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.

Comparison of Alternatives

The proposed changes to the Project List identified in 2012-2035 RTP/SCS Amendment No. 1 would not significantly affect the comparison of alternatives in the 2012-2035 RTP/SCS PEIR. Amendment No. 1 to the 2012-2035 RTP/SCS is within the scope of the programmatic-level comparison among the alternatives considered in the 2012-2035 RTP/SCS PEIR: 1) No Project; 2)

The analysis in the 2012-2035 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2012-2035 RTP/SCS Amendments No. 1) at the program level. Thus, incorporation of the proposed changes to the Project List would not result in any significant new or increase in region-wide water resource impacts beyond those identified in the 2012-2035 RTP/SCS PEIR.

Modified 2008 RTP Alternative; and 3) Envision 2 Alternative. The analysis in the Alternatives chapter of the 2012-2035 RTP/SCS PEIR would not be significantly affected by the inclusion of the projects identified in the 2012-2035 RTP/SCS Amendment No. 1. Therefore, no further comparison is required at the programmatic level.

Long Term Effects

The changes to the 2012-2035 RTP/SCS Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 would result in impacts within the scope of the discussion presented in the long-term effects chapter of the 2012-2035 RTP/SCS PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts (2012-2035 RTP/SCS PEIR pp. 5-1 – 5-4). Unavoidable and irreversible impacts from the inclusion of the proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2012-2035 RTP/SCS PEIR.

Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2012-2035 RTP/SCS PEIR (2012-2035 RTP/SCS PEIR pp. 5-1 – 5-4). Overall, the proposed changes to the Project List presented in the 2012-2035 RTP/SCS Amendment No. 1, are within the scope of the broad, programmatic-level impacts identified and disclosed in the 2012-2035 RTP/SCS PEIR. Thus, the 2012-2035 RTP/SCS Amendment No. 1 would result in impacts consistent with the findings on long-term effects analysis contained in the 2012-2035 RTP/SCS PEIR.

Findings

After completing a programmatic environmental assessment of the proposed changes described herein to the Project List, SCAG finds that the proposed changes identified in the 2012-2035 RTP/SCS

Amendment No. 1 would not result in either new significant environmental effects or a substantial increase in the severity of any previously identified significant effect. The proposed changes are

not substantial changes on a regional level as appropriately analyzed in the 2012-2035 RTP/SCS PEIR. The proposed changes to the Project List do not require revisions to the programmatic, region-wide analysis presented in the 2012-2035 RTP/SCS PEIR.

Further, SCAG finds that the proposed changes to the Project List identified in the 2012-2035 RTP/SCS Amendment No. 1 do not significantly affect the comparison of regional alternatives or the potential significant impacts previously disclosed in the 2012-2035 RTP/SCS PEIR. As such, SCAG has assessed the proposed changes to

the Project List included in 2012-2035 RTP/SCS Amendment No. 1 at the programmatic level, and finds that inclusion of the proposed changes would be consistent with the analysis and mitigation measures contained in the 2012-2035 RTP/SCS PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2012-2035 RTP/SCS. Therefore, a subsequent or supplemental EIR is not required and SCAG concludes that this Addendum to the 2012-2035 RTP/SCS PEIR fulfills the requirements of CEQA.



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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For more information about the 2012–2035 RTP/SCS, please visit the SCAG interactive RTP site—the iRTP—at <http://scag RTP.net>.

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950 County Square Drive
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DATE: June 6, 2013

TO: Energy and Environment Committee (EEC)
Regional Council (RC)

FROM: Huasha Liu, Director of Land Use & Environmental Planning, (213) 236-1838,
liu@scag.ca.gov

SUBJECT: Transportation Conformity Determination for Amendment No.1 to 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to 2013 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council approve the transportation conformity determination for Amendment No.1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP) and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

RECOMMENDED ACTION FOR RC:

Approve the transportation conformity determination for Amendment No.1 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP) and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

EXECUTIVE SUMMARY:

Since the adoption of the 2012-2035 RTP/SCS and 2013 FTIP, SCAG has received requests from the six (6) County Transportation Commissions (CTCs) in the SCAG region to amend the RTP/SCS and FTIP to reflect additions or changes to a number of critical transportation projects. At its meeting on April 4, the Transportation Committee released the Draft Amendment No. 1 to the 2012-2035 RTP/SCS and Draft Amendment No. 13-04 to the 2013 FTIP (together referred to as "Amendments" in this report) for a 30-day public review and comment period. On the same day, the EEC reviewed the draft transportation conformity analysis for the Amendments, which is required to comply with federal metropolitan planning regulations and transportation conformity regulations. SCAG staff has performed the required conformity analysis demonstrating that the Amendments meet all conformity requirements.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

On April 4, 2012, the Regional Council adopted the 2012-2035 RTP/SCS. On June 4, 2012, the FHWA/FTA approved the transportation conformity determination required under the Clean Air Act for the 2012-2035 RTP/SCS. At its September 19, 2012 meeting, the Executive Administrative Committee (EAC),

REPORT

on behalf of the RC, adopted the 2013 FTIP. On December 14, 2012, the FHWA and FTA approved the transportation conformity determination for the 2013 FTIP. Since that time, SCAG has received requests from the six (6) CTCs in the SCAG region to amend the 2012-2035 RTP/SCS and 2013 FTIP to reflect additions or changes to a small number of transportation projects in order to allow them to move forward toward the implementation phase.

The 2012-2035 RTP/SCS includes approximately 3,600 projects with completion dates spreading over a 23-year time period. The Amendments propose revisions to 36 projects and includes seven (7) new projects. Most of the project modifications are relatively minor in nature, including changes to completion years, costs, as well as minor modifications to project scopes.

Under the U.S. Department of Transportation's metropolitan planning regulations and U.S. EPA's transportation conformity regulations, the Amendments to the RTP/SCS and FTIP need to pass five (5) conformity tests: consistency with the adopted RTP/SCS; regional emissions analysis; timely implementation of transportation control measures; financial constraint; and interagency consultation and public involvement. Staff has performed the transportation conformity analysis demonstrating conformity for the RTP/SCS and FTIP Amendments. The draft conformity analysis was presented to the EEC as an information item on April 4, 2013 and was subsequently released for a 30-day public review and comment period. In addition, a public hearing was held on April 17, 2013. During this time, one (1) comment reflecting minor adjustments to a project description was received, which has been addressed as appropriate in the proposed final Amendments. The comment and proposed response can be found in the proposed final Amendments document (attached). No comments were received specifically regarding the proposed conformity analysis.

Once approved by the federal agencies, the Amendments would allow the projects to receive the necessary federal approvals and move forward towards implementation in a timely manner.

The Transportation Committee will consider at its June 6, 2013 meeting today, whether to recommend that the Regional Council adopt Resolution No. 13-550-1 approving Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP.

The conformity analysis and details of the proposed project changes are contained in the proposed RTP/SCS and FTIP Amendments.

FISCAL IMPACT:

Work associated with this item is included in the current FY2012-2013 Overall Work Program (13-025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT:

Proposed Amendment No. 1 to the 2012-2035 RTP/SCS and Proposed Amendment No. 13-04 to the 2013 FTIP



REGIONAL TRANSPORTATION PLAN
2012–2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future



Southern California Association of Governments
PROPOSED FINAL—MAY 2013

Amendment No. 1

and Amendment No. 13-04 to the
2013 Federal Transportation
Improvement Program

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Introduction

On April 4, 2013, the Southern California Association of Governments (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The 2012-2035 RTP/SCS represents the region's commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375, improve public health, and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act.

A major component of the 2012-2035 RTP/SCS is a Project List containing thousands of individual transportation projects that aim to improve the region's mobility and air quality, and revitalize our economy. Since its adoption, some of these projects have experienced technical changes that are time-sensitive and require

amendments to the RTP/SCS and the Federal Transportation Improvement Program (FTIP) in order to allow these projects to move forward in a timely manner.

The purpose of this document is to identify the project changes being made via Amendment No. 1 to the 2012-2035 RTP/SCS and the associated Amendment No. 13-04 to the 2013 FTIP, and provide documentation demonstrating that the 2012-2035 RTP/SCS as amended will continue to comply with federal and state requirements, including the recently-enacted Moving Ahead for Progress for the 21st Century Act (MAP-21) metropolitan planning requirements, the Transportation Conformity Rule, and SB 375. An Addendum to the 2012-2035 RTP/SCS Program Environmental Impact Report (PEIR) has also been prepared to assess proposed changes to the 2012-2035 RTP/SCS Project List as detailed herein.

Project Modifications

The project changes identified in Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP can be broadly categorized as follows:

- Project is new and is not currently included in the 2012-2035 RTP/SCS Project List
- Project currently exists in the 2012-2035 RTP/SCS Project List, but:
 - has a revised description,
 - has a revised schedule,
 - has a change in total cost, or
 - includes a combination of the above changes
- Duplicate project removed or project combined with another project in the 2012-2035 RTP/SCS Project List

The tables on the following pages provide details of the project changes from the current Plan and are intended to illustrate a before-and-after scenario for each of the projects. For modeled projects, the “Project Completion By” year represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis purposes. For more specific individual project information as part of the RTP/SCS modeling and regional emissions analysis, please refer to the modeled projects list updated through Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP (Model List) available at <http://scag.ca.gov>.

Modifications to FTIP Projects

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|-------------|----------|-----------|---------------|-------|--|------------------------|--------------------------|----------------------------|---|
| IMPERIAL | 6OM0701 | IMP091001 | LOCAL HIGHWAY | 0 | EXISTING: WIDEN AND IMPROVE CESAR CHAVEZ BLVD. TO 4 LANES (2+2) FROM 2ND STREET TO SR 98. OTHER IMPROVEMENTS INCLUDE: SURFACE REHAB, TURN LANES, TRAFFIC SIGNAL, LIGHTING, AND SIDEWALKS. | EXISTING: 2014 | EXISTING: \$2,850 | RTP PROJECT COST INCREASE. | REVISED DESCRIPTION, SCHEDULE, AND COST |
| | | | | | REVISED: WIDEN AND IMPROVE CESAR CHAVEZ BLVD. TO 5 LANES (3+2) FROM 2ND STREET TO SR 98. OTHER IMPROVEMENTS INCLUDE: SURFACE REHAB, TURN LANES, TRAFFIC SIGNAL, LIGHTING, AND SIDEWALKS | REVISED: 2015 | REVISED: \$8,930 | | |
| LOS ANGELES | LA990359 | LA990359 | LOCAL HIGHWAY | 0 | EXISTING: GRADE SEP XINGS SAFETY IMPR; 35-MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA & L.A. SUBDIV - ITS 2318 SAFETEA #2178; 1436 #1934 PPNO 2318 | 2018 | EXISTING: \$1,347,101 | RTP PROJECT COST DECREASE. | REVISED DESCRIPTION AND COST |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|--------|--------|---------|----------|-------|--|------------------------|--------------------------|---------------|----------------------|
| | | | | | REVISED: GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA & L.A. SUBDIV - ITS 2318 SAFETEA #2178; 1436 #1934 PPNO 2318. NOGALES (LA) PROJECT INCLUDES WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF E.WALNUT DRIVE NO. EAST OF NOGALES FOR 2600 LINEAR FEET AND WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF GALE AVE. WEST OF NOGALES FOR 1900 LINEAR FEET. | | REVISED: \$1,286,500 | | |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|-------------|---------|---------|---------------|-------|--|------------------------|--------------------------|--|----------------------------------|
| LOS ANGELES | LAE0465 | LA0G440 | STATE HIGHWAY | 5 | EXISTING: ROUTE 005: PHASE 2 AND 3 OF 3-- IN LA/SANTA CLARITA: PHASE 2 (N/B FR RTE 14 TO WELDON CNYN ROAD; CONSTRUCT HOV LANE)& PHASE 3 (FR SR14 TO PARKER RD OC; CONSTRUCT HOV, TRUCK & AUX LANES (EA 2332C, PPNO 3189A & EA 2332E PPNO 3189B), SAFTETEA-LU#465. PE & RW \$ ARE PROGRAMMED FOR EA 2332E ONLY. | EXISTING: 2017 | \$410,000 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION AND SCHEDULE |
| | | | | | REVISED: ROUTE 005: PHASE 2, FROM SR-14 TO PARKER ROAD, CONSTRUCT HOV/HOT, TRUCK & AUX LANES (EA 2332C, PPNO 3189A & EA 2332E PPNO 3189B), SAFTETEA-LU#465. PE & RW \$ ARE PROGRAMMED FOR EA 2332E ONLY. | REVISED: 2018 | | | |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|-------------|---------|---------|---------------|-------|---|------------------------|--------------------------|--|------------------------|
| LOS ANGELES | REG0703 | LA0G872 | STATE HIGHWAY | 110 | EXISTING: ROUTE 110: NORTHBOUND 405/SOUTHBOUND 110 CONNECTOR WIDENING OR REPLACEMENT WITH A FLYOVER AND CONSTRUCT A NEW AUXILIARY LANE ON SOUTHBOUND 110 FROM I-405/I-110 INTERCHANGE TO DEL AMO BLVD. (EA 29370 PPNO 4552) - STUDY ONLY. | 2014 | \$1,150 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION |
| | | | | | REVISED: ROUTE 110: NORTHBOUND 405/SOUTHBOUND 110 CONNECTOR WIDENING OR REPLACEMENT WITH A FLYOVER AND CONSTRUCT A NEW AUXILIARY LANE ON SOUTHBOUND 110 FROM I-91/I-110 INTERCHANGE TO TORRANCE BLVD. (EA 29370 PPNO 4552) | | | | |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|-------------|---------|----------|----------|-------|---|------------------------|--------------------------|---|--|
| LOS ANGELES | 7120010 | LA000789 | TRANSIT | 0 | EXISTING: BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK FEASIBILITY STUDY AND CONDUCT PE, DESIGN AND CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. | EXISTING: 2015 | EXISTING: \$5,484 | REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 7120010 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST |
| | | | | | REVISED: BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK FEASIBILITY STUDY: CONDUCT PE, DESIGN OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION IN LA000789A) | REVISED: 2017 | REVISED: \$3,696 | | |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|-------------|---------|-----------|----------|-------|--|------------------------|--------------------------|--|---|
| LOS ANGELES | 7120010 | LA000789A | TRANSIT | | BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK: CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES, INCLUDING CONSTRUCTION OF A NEW METROLINK STATION AT HOLLYWOOD WAY/SAN FERNANDO ROAD ON THE ANTELOPE VALLEY LINE AND A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION OF LA000789) | 2018 | \$1,788 | NEW FTIP PROJECT COST FALLS WITHIN PARENT RTP 7120010 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | NEW FTIP PROJECT |
| LOS ANGELES | 1TL0703 | LA0D376 | TRANSIT | 0 | CONSTRUCTION OF GRADE SEPARATIONS ON 35 MILE FREIGHT RAIL CORRIDOR FROM LOS ANGELES TO POMONA. | 2015 | \$959 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | FTIP PROJECT DELETION, PROJECT COMBINED WITH LA990359 |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|-------------|---------|---------|----------|-------|---|------------------------|--------------------------|----------------------------|------------------------------|
| LOS ANGELES | LA0D29 | LA0D29 | TRANSIT | 0 | EXISTING: HEART OF THE CITY BUS TRANSFER STATION AMENITIES. | 2014 | EXISTING: \$9,378 | RTP PROJECT COST INCREASE. | REVISED DESCRIPTION AND COST |
| | | | | | REVISED: HEART OF THE CITY BUS TRANSFER STATION AMENITIES. RELOCATE THE EXISTING INTERMODAL TRANSIT TERMINAL AND CONSTRUCT A NEW TRANSIT CENTER WITH 12 BUS BAYS, PASSENGER WAITING AREA AND INFORMATION CENTER, AND A DRIVER OPERATOR LOUNGE. THE PROPERTY WILL ALSO PROVIDE 339 PUBLIC PARKING SPACES (PLUS 2 FOR STAFF: MAINTENANCE & SECURITY) AND BICYCLE FACILITIES. LOCATION - 1521 KINGS DALE AVENUE, REDONDO BEACH, CA 90278 | | REVISED: \$10,045 | | |
| LOS ANGELES | LA0G901 | LA0G901 | TRANSIT | | HISTORIC LOS ANGELES STREETCAR | 2018 | \$125,000 | NEW RTP PROJECT COST. | NEW PROJECT |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|--------|--------|-----------|---------------|-------|---|------------------------|--|---|---|
| ORANGE | 2A0704 | ORA130401 | LOCAL HIGHWAY | | WIDEN CERRITOS AVENUE EASTBOUND 4 TO 5 LANES, FROM WALKER STREET TO ANGELA AVENUE. | 2014 | \$378 | NEW FTIP PROJECT COST FALLS WITHIN PARENT RTP 2A0704 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | NEW FTIP PROJECT |
| ORANGE | 2H0703 | ORA111210 | STATE HIGHWAY | 5 | <div>EXISTING: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD (EXTEND MERGE LANES BY 100 FEET)</div> <div>REVISED: I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD</div> | 2018 | <div>EXISTING: \$45,669</div> <div>REVISED: \$46,356</div> | REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 2H0703 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION AND FTIP PROJECT COST |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|--------|--------|-----------|---------------|-------|--|------------------------|--------------------------|--|----------------------|
| ORANGE | 2M0730 | ORA111801 | STATE HIGHWAY | 5 | EXISTING: I-5 WIDENING (EL TORO TO SR-73) - ADD 2 GP LANES FROM AVERY TO ALICIA IN BOTH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN BOTH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONFIGURE INTERCHANGES AT AVERY PKWY & LA PAZ. CONSISTENT WITH THE 2012 RTP | 2023 | \$6,000 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION |
| | | | | | REVISED: I-5 WIDENING (EL TORO TO SR-73) - ADD 1 GP LANES FROM AVERY TO ALICIA IN EACH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN EACH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONSTRUCT INTERCHANGES AT AVERY PKWY & LA PAZ RD. CONSISTENT WITH THE 2012 RTP | | | | |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|--------|--------|-----------|---------------|-------|--|------------------------|--------------------------|---|---|
| ORANGE | 2M0733 | ORA100511 | STATE HIGHWAY | 55 | EXISTING: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP THROUGH PROJECT LIMITS (PS&E AND PAED). CONSISTENT WITH THE 2012 RTP | EXISTING: 2021 | EXISTING: \$297,000 | REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 2M0733 PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST |
| | | | | | REVISED: SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS (PS&E AND PAED). CONSISTENT WITH THE 2012 RTP | REVISED: 2020 | REVISED: \$274,900 | | |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|--------|-----------|-----------|---------------|-------|--|------------------------|--------------------------|--|----------------------|
| ORANGE | ORA030605 | ORA030605 | STATE HIGHWAY | 405 | EXISTING: I-405 FROM SR-73 TO I-605. IN EACH DIRECTION ADD 1 MF LAND, CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE, AND ADDITIONAL CAPITAL IMPROVEMENTS. COMBINED WITH ORA045, ORA151 AND ORA120310. CONSISTENT WITH THE 2012 RTP | 2023 | \$1,694,000 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION |
| | | | | | REVISED: I-405 FROM SR-73 TO I-605 ADD 1 MF LANE EACH DIR AND PROVIDE ADDITIONAL CAPITAL IMPROVEMENTS. #317. COMBINED WITH ORA045, ORA151 AND ORA120310 ORA120310. | | | | |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|--------|---------|-----------|----------|-------|---|------------------------|--------------------------|---|--|
| ORANGE | 2TR0701 | ORA080908 | TRANSIT | 0 | EXISTING: A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM LINKING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) TO THE PLATINUM TRIANGLE TO THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, PROJECT DEVELOPMENT ACTIVITIES AND PRELIMINARY ENGINEERING. | EXISTING: 2015 | EXISTING: \$18,536 | REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 2TR0701 PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION, SCHEDULE, AND FTIP PROJECT COST |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|-----------|-------------------|-----------|---------------|-------|--|------------------------|--------------------------|----------------------------|------------------------------|
| | | | | | REVISED: A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, PROJECT DEVELOPMENT ACTIVITIES AND PRELIMINARY ENGINEERING. | REVISED: 2020 | REVISED: \$319,000 | | |
| RIVERSIDE | 30M0701-RIV110302 | RIV110302 | STATE HIGHWAY | 10 | EXISTING: ON I-10 IN THE CITY OF BLYTHE - PROVIDE NEW W/B ON AND W/B OFF RAMPS TO HOBSON WAY APPROX 1,800' W/O EXISTING RAMPS TO RIVIERA DR/INSPECTION STATION. THE NEW RAMPS WILL REPLACE EXISTING CONNECTION TO RIVIERA DR. | 2015 | EXISTING: \$3,635 | RTP PROJECT COST INCREASE. | REVISED DESCRIPTION AND COST |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|----------------|--------|---------|---------------|-------|---|------------------------|--------------------------|----------------------------|---|
| | | | | | REVISED: ON I-10 IN THE CITY OF BLYTHE - PROVIDE NEW W/B ON AND W/B OFF RAMPS TO HOBSON WAY APPROX 3,500" W/O EXISTING RAMPS TO RIVIERA DR/INSPECTION STATION. THE NEW RAMPS WILL REPLACE EXISTING CONNECTION TO RIVIERA DR. | | REVISED: \$3,998 | | |
| SAN BERNARDINO | 200018 | 200018 | LOCAL HIGHWAY | 0 | EXISTING: BOULDER AV ACROSS CITY CREEK S/O BASELINE - RECONSTRUCT EXISTING BRIDGE FROM 2 TO 4 LANES; ALSO WIDEN BOULDER AVE FROM 190 FT NORTH TO 1,430 FT SOUTH OF BRIDGE FROM 2-4 LANES (54C0648)(TOLL CREDITS \$600 FOR FY12/13 CON) | EXISTING: 2012 | EXISTING: \$21,898 | RTP PROJECT COST DECREASE. | REVISED DESCRIPTION, SCHEDULE, AND COST |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|-------------------|----------|----------|------------------|-------|--|------------------------|--------------------------|-----------------------------|----------------------|
| | | | | | REVISED: BOULDER AV ACROSS CITY CREEK S/O BASELINE - RECONSTRUCT EXISTING BRIDGE FROM 2 TO 4 LANES; ALSO WIDEN BOULDER AVE FROM 190' NORTH TO 1,430' SOUTH OF BRIDGE FROM 2-4 LANES (54C0648) | REVISED: 2014 | REVISED: \$16,765 | | |
| SAN BERNARDINO | 20130403 | 20130403 | LOCAL HIGHWAY | 0 | IN RIALTO, CONSTRUCT PEPPER AVE - 4 LANES FROM NORTHERN TERMINUS TO APPROX 1,300 FT S/O HIGHLAND AVE AND 2 LANES FROM APPROX 1,300 FT S/O HIGHLAND AVE TO HIGHLAND AVE | 2014 | \$15,000 | NEW RTP PROJECT COST. | NEW PROJECT |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|----------------|----------|----------|---------------|-------|--|------------------------|--------------------------|----------------------------|---|
| SAN BERNARDINO | 20084104 | 20084104 | LOCAL HIGHWAY | 0 | EXISTING: JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395, CITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 150 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES (TOLL CREDITS TO BE USED IN ENG & CON PHASES.CMAQ ADDED \$5 IN 10/11 AND \$67 2011/12) | EXISTING: 2012 | EXISTING: \$638 | RTP PROJECT COST INCREASE. | REVISED DESCRIPTION, SCHEDULE, AND COST |
| | | | | | REVISED: JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395, CITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 200 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES | REVISED: 2014 | REVISED: \$743 | | |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|----------------|----------|----------|---------------|-------|---|------------------------|--------------------------|--|----------------------|
| SAN BERNARDINO | 200622 | 200622 | LOCAL HIGHWAY | 0 | LENWOOD GRADE SEPARATION - NORTH OF WEST MAIN ST; APPROX.400 FT. N/O TO 600 FT. S/O BNSF AND SANTA FE RR RIGHT-OF-WAY-4 TRAVEL LANE GRADE SEPARATION (CA627) | EXISTING: 2014 | \$31,732 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED SCHEDULE |
| | | | | | | REVISED: 2015 | | | |
| SAN BERNARDINO | 20130401 | 20130401 | LOCAL HIGHWAY | 0 | ON ORANGE ST. FROM 2,000 FT. S/O GREENSPOT RD. TO 7,800 FT. N/O PIONEER AVE-BRIDGE REPLACEMENT 2 LANE TO 4 LANE BRIDGE | 2018 | \$4,630 | NEW RTP PROJECT COST. | NEW PROJECT |
| SAN BERNARDINO | 20130402 | 20130402 | LOCAL HIGHWAY | 0 | RESTRIPE EXISTING STRUCTURAL SECTION OF BAKER BLVD BETWEEN I-15 RAMPS AND SH 127 FROM 2 - 4 LANE CONFIGURATION IN CONJUNCTION WITH PROJECT TO REPLACE EXISTING 2 LANE BRIDGE 54CO127 WITH 4 LANE BRIDGE | 2015 | \$25 | NEW RTP PROJECT COST. | NEW PROJECT |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|----------------|-------------|---------|---------------|-------|---|------------------------|--------------------------|--|---|
| SAN BERNARDINO | 200064 | 200064 | LOCAL HIGHWAY | 0 | EXISTING: WASHINGTON ST FROM RECHE CANYON TO HUNTS LN - ELIMINATE BOTTLENECK ADD NB TURN POCKET; WIDEN 2-4 LNS ON WASHINGTON FROM RECHE CYN. TO HUNTS LN. USING EXISTING WIDTH; MODIFY SIGNALS | EXISTING: 2012 | \$570 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION |
| | | | | | REVISED: WASHINGTON ST FROM RECHE CANYON TO HUNTS LN - ELIMINATE BOTTLENECK BY ADDING NB TURN POCKET AT RECHE CANYON RD. (EXCLUSIVE LEFT AND RIGHT) THROUGH RESTRIPIING AND WIDENING WITHIN R/W; MODIFY TRAFFIC SIGNALS | REVISED: 2014 | | | |
| SAN BERNARDINO | 44810-44812 | 44812 | STATE HIGHWAY | 10 | EXISTING: I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(FORMERLY PART OF RTP ID 44810)(WESTBOUND)(NON-CAPACITY LOCAL ROAD IMPROVEMENTS - NO THRU LANES) | EXISTING: 2014 | EXISTING: \$57,070 | RTP PROJECT COST INCREASE. | REVISED DESCRIPTION, SCHEDULE, AND COST |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|----------------|--------|---------|---------------|-------|---|------------------------|--------------------------|----------------------------|---|
| | | | | | REVISED: I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(WESTBOUND - PHASE II)(FORMERLY PART OF RTP ID 44810) | REVISED: 2015 | REVISED: \$61,863 | | |
| SAN BERNARDINO | 200048 | 200048 | STATE HIGHWAY | 15 | EXISTING: I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400' S/O; 1800' W/O TO EAST AVE. TO 1500' E/O EAST AVE-WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LANES, WIDEN EAST AVE. FROM 2-4 LANES, REALIGN AND WIDEN S/B AND N/B DIAMOND RAMPS FROM 1-2 LNS (INCLUDG BRIDGES, AD S.B LOOP ON-RAMP (INCL BRIDGES) ADD I-15 ACCEL/DECEL LANES, AND OPERATIONAL IMPROVEME | EXISTING: 2014 | EXISTING: \$43,100 | RTP PROJECT COST INCREASE. | REVISED DESCRIPTION, SCHEDULE, AND COST |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|--------|--------|---------|----------|-------|---|------------------------|--------------------------|---------------|----------------------|
| | | | | | REVISED: I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400FT S/O; 1800FT W/O TO EAST AVE. TO 1500FT E/O EAST AVE- WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LNS, WIDEN EAST AVE. FROM 2-4 LNS, REALIGN AND WIDEN S/B AND N/B DIAMOND RAMPS FROM 1-2 LNS (INCLUDG BRIDGES, AD S.B LOOP ON-RAMP (INCL BRIDGES) ADD I-15 ACCEL/DECEL LNS, AND OPERATIONAL IMPRVMENTS (EA497100)(CA435) | REVISED: 2015 | REVISED: \$53,378 | | |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|----------------|----------|----------|---------------|-------|--|------------------------|--------------------------|----------------------------|------------------------------|
| SAN BERNARDINO | 20061201 | 20061201 | STATE HIGHWAY | 15 | EXISTING: I-15/I-215 I/C IMPRVMTS-DEVORE I/C S/O GLEN HELEN PKWY TO N/O KENWOOD & ON I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PKWY TO 3100 FT N/O I-215 I/C, CONSTRUCT TRUCK BYPASS LNS S/O I-15/215 I/C TO N/O KENWOOD I/C RECONFIG OF I-15/215 I/C DEVORE RD. I/C & KENWOOD I/C RECONNECT OF CAJON BTWN DEVORE RD & KENWOOD(TLL CRDTS) | 2018 | EXISTING: \$324,246 | RTP PROJECT COST DECREASE. | REVISED DESCRIPTION AND COST |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|----------------|--------|----------|---------------|-------|---|------------------------|--------------------------|--|----------------------|
| | | | | | REVISED: I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O I-15/215 I/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS. | | REVISED: \$323,865 | | |
| SAN BERNARDINO | 4M1007 | 20110110 | STATE HIGHWAY | 210 | EXISTING: CONSTRUCT NEW FULL-SERVICE INTERCHANGE WITH DIAMOND CONFIGURATION AT SR-210 AND PEPPER AVENUE IN THE CITY OF RIALTO. ADD WB AND EB ACCEL AND DECEL LANES AND LOCAL STREET IMPROVEMENTS (CONSTRUCT 4 LANES ON PEPPER AVE FROM HIGHLAND AVE TO 160 FT SOUTH OF SR-210). | 2015 | \$18,965 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|----------------|---------|----------|---------------|-------|--|------------------------|--------------------------|--|----------------------|
| | | | | | REVISED: CONSTRUCT NEW FULL-SERVICE INTERCHANGE WITH DIAMOND CONFIGURATION AT SR-210 AND PEPPER AVENUE IN THE CITY OF RIALTO. ADD WB AND EB ACCEL AND DECEL LANES AND WIDEN PEPPER FROM 2-4 LANES FROM HIGHLAND AVE. TO EXISTING 4 LANE SECTION S/O INTERCHANGE | | | | |
| SAN BERNARDINO | 4M01005 | 20111625 | STATE HIGHWAY | 210 | EXISTING: SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE(S/B). TO I-10 (REDLANDS) INCLUDES AUX. LANES BETWEEN HIGHLAND AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. S/B ON RAMP | 2020 | \$143,939 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|----------------|---------|---------|---------------|-------|--|------------------------|--------------------------|--|--|
| | | | | | REVISED: SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE(S/B). TO LUGONIA (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. S/B ON RAMP | | | | |
| SAN BERNARDINO | 4M01043 | OM630 | STATE HIGHWAY | 215 | EXISTING: I-215 MT. VERNON/WASHINGTON ST. INTERCHANGE- RECONSTRUCT I/C- (PROJECT IS IN REPLACE O/C STRUCTURE; RECONFIGURE ON/OFF RAMPS; ADD SB ACCEL AND NB DECEL LANE- IMPROVEMENTS TO LOCAL STREETS (PA & ED ONLY) | EXISTING: 2018 | EXISTING: \$85,000 | REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 4M01043 PROJECT COST. NO CHANGE TO RTP PROJECT | REVISED DESCRIPTION, SCHEDULE, AND FTIP COST |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|-------------------|---------|----------|----------|-------|---|------------------------|--------------------------|--|--|
| | | | | | REVISED: I-215 MT. VERNON/WASHINGTON ST. INTERCHANGE- RECONSTRUCT I/C- REPLACE O/C STRUCTURE; RECONFIGURE ON/OFF RAMPS; ADD SB ACCEL AND NB DECEL LANE- IMPROVEMENTS TO LOCAL STREETS | REVISED: 2020 | REVISED: \$71,500 | COST. NO FISCAL IMPACT. | |
| SAN BERNARDINO | 4TR0101 | 20061012 | TRANSIT | 0 | EXISTING: DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW METROLINK STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO | EXISTING: 2014 | EXISTING: \$66,021 | REVISED FTIP PROJECT COST FALLS WITHIN PARENT RTP 4TR0101 PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION, SCHEDULE, AND FTIP COST |
| | | | | | REVISED: DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW TRANSIT STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO | REVISED: 2015 | REVISED: \$83,713 | | |

| COUNTY | RTP ID | FTIP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|---------|--------|-----------|---------------|-------|---|------------------------|--------------------------|--|----------------------|
| VENTURA | 5AL07 | VEN121201 | LOCAL HIGHWAY | | MADERA RD IN SIMI VALLEY. WIDEN EASTSIDE FROM SIMI VILLAGE DR TO LOS ANGELES AVE TO ADD THIRD LANE AND RIGHT-TURN LANE. | 2014 | \$600 | NEW FTIP PROJECT COST FALLS WITHIN PARENT RTP 5AL07 PROJECT COST. NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | NEW FTIP PROJECT |

* For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis

Modifications to RTP Projects

| COUNTY | RTP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|----------|---------|---------------|-------|---|------------------------|--------------------------|-------------------------------------|--|
| IMPERIAL | 6120011 | LOCAL HIGHWAY | 0 | CESAR CHAVEZ FROM 2 ND STREET TO SR-98: WIDEN AND IMPROVE | 2018 | \$13,196 | DUPLICATE RTP PROJECT COST REMOVED. | REMOVED DUPLICATE PROJECT |
| IMPERIAL | 6120002 | STATE HIGHWAY | I-8 | RECONSTRUCT I-8 INTERCHANGE AT IMPERIAL AVE.: FROM A TWO-LANE TO A FOUR-LANE DIAMOND TYPE OVERCROSSING, REALIGN AND RECONSTRUCT ON AND OFF-RAMPS, AND PROVIDE ACCESS TO IMPERIAL AVE. SOUTH OF I-8. | 2020 | \$39,635 | DUPLICATE RTP PROJECT COST REMOVED. | REMOVED DUPLICATE PROJECT |
| ORANGE | 2121001 | LOCAL HIGHWAY | 0 | NEW RAIL GRADE SEPARATION ON LOSSAN CORRIDOR AT STATE COLLEGE BLVD (ANAHEIM) | 2015 | \$92,000 | NEW RTP PROJECT COST. | NEW PROJECT (PREVIOUSLY IN 2012-2035 RTP/SCS STRATEGIC PLAN) |

| COUNTY | RTP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|--------|--------|---------------|---------------------------|--|------------------------|--------------------------|--|---|
| ORANGE | 2A0704 | LOCAL HIGHWAY | REGIONAL CAPACITY PROGRAM | COMPLETE MPAH, IMPROVE ARTERIAL CAPACITY. | 2035 | \$1,984,650 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED MODELING DETAILS INCLUDING THE REMOVAL OF THE 19 TH STREET ADDITION FROM BALBOA TO BANNING; AND A COMPLETION DATE OF 2016 FOR THE BROOKHURST STREET SEGMENT 600' NORTH OF THE I-5 TO SR-91 |
| ORANGE | 2H0703 | STATE HIGHWAY | I-5 | <div>EXISTING: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD; EXTEND MERGE LANES BY 100 FEET</div> <div>REVISED: ADD 1 HOV LANE EACH DIRECTION; RECONSTRUCT THE FIRST ST/FOURTH ST IC ON SB I-5 TO INCREASE WEAVING LENGTH TO STANDARD</div> | 2018 | \$46,400 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION |

| COUNTY | RTP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|--------|-----------|---------------|-------|--|------------------------|--------------------------|--|--|
| ORANGE | 2M0730 | STATE HIGHWAY | I-5 | EXISTING: ADD 2 GP LANES FROM AVERY TO ALICIA IN BOTH DIRECTIONS; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN BOTH DIRECTIONS; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONFIGURE INTERCHANGES AT AVERY PKWY & LA PAZ | 2023 | \$558,700 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION |
| | | | | REVISED: ADD 1 GP LANE FROM AVERY TO ALICIA IN EACH DIRECTION; EXTEND 2ND HOV FROM EL TORO TO ALICIA IN EACH DIRECTION; PROVIDE OPERATIONAL IMPROVEMENTS; AND RECONSTRUCT INTERCHANGES AT AVERY PKWY & LA PAZ RD. | | | | |
| ORANGE | ORA030605 | STATE HIGHWAY | I-405 | EXISTING: I-405 FROM SR-73 TO I-605. IN EACH DIRECTION, ADD 1 MF LANE, CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE, AND ADDITIONAL CAPITAL IMPROVEMENTS | EXISTING: 2023 | EXISTING: \$1,694 | NO CHANGE TO RTP PROJECT COST (COST REVISION | REVISED DESCRIPTION, SCHEDULE, AND COST (COST REVISION CORRECTS TYPOGRA- |

| COUNTY | RTP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|--------|--------------------------------|---------------|-------|---|------------------------------|-----------------------------------|---|--|
| | | | | REVISED: ADD 1 MF LANE IN EACH DIRECTION, AND ADDITIONAL CAPITAL IMPROVEMENTS (BY 2022); CONVERT EXISTING HOV TO HOT, ADD 1 ADDITIONAL HOT LANE EACH DIRECTION (BY 2035) | REVISED: 2035 | REVISED: \$1,694,000 | CORRECTS TYPOGRAPHICAL ERROR; ORIGINAL RTP/SCS FISCAL IMPACT ANALYSIS BASED ON CORRECT COST). NO FISCAL IMPACT. | PHICAL ERROR) |
| ORANGE | EXISTING: 2M0733 | STATE HIGHWAY | SR-55 | EXISTING: ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO SR-22; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS | EXISTING: 2023 | EXISTING: \$343,055 | RTP PROJECT COST INCREASE. | PROJECT SPLIT, REVISED SCHEDULE AND COST |
| | REVISED (1 OF 2): 2M0733 | | | REVISED (1 OF 2): ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMPS AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS | REVISED (1 OF 2): 2020 | REVISED (1 OF 2): \$274,900 | | |

| COUNTY | RTP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|--------|---------------------------------|----------|-------|---|------------------------------|--|----------------------------|------------------------------|
| | REVISED (2 OF 2): 2121002 | | | REVISED (2 OF 2): I-5 TO SR-91: ADD CAPACITY AND FIX CHOKEPOINTS FROM I-5 TO SR-22; AND OTHER OPERATIONAL IMPROVEMENTS THROUGHOUT PROJECT LIMITS | REVISED (2 OF 2): 2023 | REVISED (2 OF 2): \$148,490 | | |
| ORANGE | 2TR0701 | TRANSIT | 0 | <div>EXISTING: ANAHEIM RAPID CONNECTION: ELEVATED FIXED-GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER, THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT</div> <div>REVISED: ANAHEIM RAPID CONNECTION: FIXED-GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER, THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT</div> | 2020 | <div>EXISTING: \$676,000</div> <div>REVISED: \$319,000</div> | RTP PROJECT COST DECREASE. | REVISED DESCRIPTION AND COST |
| ORANGE | 2TR1001 | TRANSIT | 0 | EXISTING: SANTA ANA AND GARDEN GROVE FIXED GUIDEWAY BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. | 2018 | EXISTING: \$252,000 | RTP PROJECT COST DECREASE. | REVISED DESCRIPTION AND COST |

| COUNTY | RTP ID | CATEGORY | ROUTE | DESCRIPTION | PROJECT COMPLETION BY* | PROJECT COST (\$1,000'S) | FISCAL IMPACT | REASON FOR AMENDMENT |
|----------------|---------|----------|-------|--|------------------------|--------------------------|--|----------------------------------|
| | | | | REVISED: SANTA ANA AND GARDEN GROVE FIXED GUIDEWAY BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. SEGMENT 1: SARTC TO BRISTOL SEGMENT 2: BRISTOL TO HARBOR | | REVISED: \$225,000 | | |
| SAN BERNARDINO | 4120194 | TRANSIT | 0 | ADD A SECOND TRACK/ADDITIONAL PASSING TRACK THROUGHOUT THE CORRIDOR OF PHASE 1 PROJECT | EXISTING: 2020 | \$183,490 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED SCHEDULE |
| | | | | | REVISED: 2023 | | | |
| SAN BERNARDINO | 4TR0101 | TRANSIT | 0 | EXISTING: EXTEND RAIL SERVICE TO REDLANDS (9 MILES); COMMUTER RAIL TECHNOLOGY | EXISTING: 2015 | \$148,879 | NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT. | REVISED DESCRIPTION AND SCHEDULE |
| | | | | REVISED: EXTEND METROLINK RAIL SERVICE FROM RIALTO/E ST IN SAN BERNARDINO TO REDLANDS (9 MILES) | REVISED: 2018 | | | |

* For modeled projects, represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis

Fiscal Impact

This Amendment No. 1 to the 2012-2035 RTP/SCS includes changes to existing projects, addition of new projects, and removal of duplicate projects. Individual project changes are addressed in the Modifications to Projects sections of this document (pp. 4-35).

In terms of overall impact on the RTP/SCS Financial Plan, there was a net cost decrease of \$137 million to the 2012–2035 RTP/SCS Financial Plan from the Modifications to Projects. A summary of these changes are broken down by county in the below table (see first three rows in table below).

Any net cost increases to the RTP/SCS Financial Plan are being funded by the identified sources broken down by county (see table below) which are in addition to 2012–2035 RTP/SCS forecasted revenues.

Based on review of the funding considerations for each project documented herein, SCAG finds that this Amendment No. 1 to the 2012-2035 RTP/SCS does not adversely impact the financial constraint of the 2012–2035 RTP/SCS. The RTP/SCS remains financially constrained.

Fiscal Impact Summary

| (Amounts in \$1,000's) | IMPERIAL COUNTY | LOS ANGELES COUNTY | ORANGE COUNTY | RIVERSIDE COUNTY | SAN BERNARDINO COUNTY | VENTURA COUNTY | SCAG REGION |
|---|--------------------|-----------------------|--------------------|---------------------|-----------------------------|-------------------|--------------------|
| Cost increases: changes to existing and new projects | \$6,080 | \$126,817 | \$240,490 | \$363 | \$21,099 | \$0 | \$394,849 |
| Cost decreases: changes to existing projects and deleted projects | (\$13,196) | (\$60,601) | (\$452,155) | \$0 | (\$5,541) | \$0 | (\$531,493) |
| Net cost increase (decrease) | (\$7,116) | \$66,216 | (\$211,665) | \$363 | \$15,558 | \$0 | (\$136,644) |
| Additional funding sources: | | | | | | | |
| County sales tax | \$0 | \$0 | \$0 | \$0 | \$4,630 | \$0 | \$4,630 |
| Other local funds | \$0 | \$65,257 | \$0 | \$363 | \$10,928 | \$0 | \$76,548 |
| Total sources | \$0 | \$65,257 | \$0 | \$363 | \$15,558 | \$0 | \$81,178 |

Senate Bill 375 and the Sustainable Communities Strategy

Upon the adoption of the RTP/SCS in April 2012, SCAG determined that the plan met and exceeded all of the requirements for a Sustainable Communities Strategy (SCS) as set forth in SB 375. A description of the SCS and how the requirements are addressed is included in the adopted Plan as Chapter 4. At the time of adoption, SCAG concluded that State-established greenhouse gas emission reduction targets had been met and exceeded, and the California Air Resources Board reviewed and approved this conclusion in July

2012. This Amendment No. 1 to the 2012-2035 RTP/SCS makes certain changes to transportation projects. Staff has reviewed such changes relative to the adopted plan and the requirements of SB 375, and has determined that the RTP/SCS, as amended by Amendment No. 1 remains compliant with SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets established for the SCAG region.

Transportation Conformity

Transportation conformity is required under the Federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, Amendment No. 1 to the 2012-

2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP) need to pass five tests: consistency with the adopted 2012-2035 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are presented below. Details of the regional emissions analysis follow the findings.

Conformity Findings

SCAG's findings for the approval of Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are as follows:

- Consistency with 2012-2035 RTP/SCS Test
 - Inclusion of the amended projects in the 2012-2035 RTP/SCS and 2013 FTIP would not change any other policies, programs or projects in the federally approved 2012-2035 RTP/SCS.
 - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are consistent with the federally approved 2012-2035 RTP/SCS and meet all federal and state requirements and regulations.
- Regional Emissions Tests
 - Finding: The regional emissions analyses for Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP update the regional emissions analyses for the federally approved 2012-2035 RTP/SCS and 2013 FTIP.
 - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions analysis for PM_{2.5} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).
 - Finding: For the 1997 ozone national ambient air quality standards, Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
 - Finding: For the 2008 ozone national ambient air quality standards, Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and

Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).
- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

- Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP regional emissions analysis for PM_{2.5} and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).
- Timely Implementation of TCMs Test
 - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.
- Financial Constraint Test
 - Finding: All projects listed in Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.
- Interagency Consultation and Public Involvement Test
 - Finding: Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 13-04 to the 2013 FTIP comply with all federal requirements for interagency consultation and public involvement. The amendments were discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on six occasions (September 25, October 23, November 27, 2012; January 22, February 26, and March 26, 2013). The draft conformity analysis was released for a 30-day public review concluding May 9, 2013, and a public hearing was held on April 17, 2013. No conformity-specific comment was received.

Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment and maintenance areas within SCAG's jurisdiction. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction

rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM_{2.5} and PM₁₀), SCAG uses the approved South Coast AQMD methodology, which uses EPA's AP-42 for the updated Base Year and a combination of additional growth in center-line miles and VMT for future years.

South Central Coast Air Basin – Ventura County Portion

Table 1. 1997 And 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

| Pollutant | | 2014 | 2021 | 2030 | 2035 |
|-----------|----------------------|----------|-----------|-----------|-----------|
| ROG | Budget | 13 | 13 | 13 | 13 |
| | Plan | 9 | 7 | 5 | 5 |
| | Budget – Plan | 4 | 6 | 8 | 8 |
| NOx | Budget | 19 | 19 | 19 | 19 |
| | Plan | 14 | 9 | 6 | 6 |
| | Budget – Plan | 5 | 10 | 13 | 13 |

South Coast Air Basin

Table 2. 1997 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

| Pollutant | | 2014 | 2017 | 2020 | 2023 | 2030 | 2035 |
|-----------|----------------------|-----------|------------------|-----------|-----------|-----------|-----------|
| ROG | Budget | 136 | 119 | 108 | 99 | 99 | 99 |
| | Plan | 128 | 112 ^a | 100 | 91 | 76 | 68 |
| | Budget – Plan | 8 | 7 | 8 | 8 | 23 | 31 |
| NOx | Budget | 277 | 224 | 185 | 140 | 140 | 140 |
| | Plan | 262 | 210 ^a | 164 | 126 | 109 | 103 |
| | Budget – Plan | 15 | 14 | 21 | 14 | 31 | 37 |

^a2017 interpolated between 2014 and 2018

Table 3. 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

| Pollutant | | Nonattainment Area | 2014 | 2017 | 2018 | 2020 | 2021 | 2023 | 2032 | 2035 |
|-----------|----------------------|-------------------------------------|-----------|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| ROG | Budget | SCAB | 136 | 119 | 119 | 108 | 108 | 99 | 99 | 99 |
| | Plan | Morongo | 0.4 | 0.4 ^a | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| | | Pechanga | 0.0 | 0.0 ^a | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | SCAB excluding Morongo and Pechanga | 141.5 | 123.8 ^a | 117.9 | 108.4 | 104.8 | 97.6 | 78.4 | 73.5 |
| | | Adjustments provided by ARB | -14.8 | -12.4 | -11.3 | -9.6 | -8.7 | -7.7 | -5.9 | -5.7 |
| | | Sum | 127.1 | 111.8 | 107.0 | 99.1 | 96.4 | 90.2 | 72.7 | 68.0 |
| | | SCAB | 128 | 112 | 107 | 100 | 97 | 91 | 73 | 68 |
| | Budget – Plan | | 8 | 7 | 12 | 8 | 11 | 8 | 26 | 31 |
| NOx | Budget | SCAB | 277 | 224 | 224 | 185 | 185 | 140 | 140 | 140 |
| | Plan | Morongo | 1.8 | 1.5 ^a | 1.4 | 1.0 | 1.1 | 1.0 | 0.9 | 0.8 |
| | | Pechanga | 0.0 | 0.0 ^a | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | SCAB excluding Morongo and Pechanga | 283.2 | 228.1 | 209.7 | 177.8 | 168.4 | 156.7 | 122.3 | 116.8 |
| | | Adjustments provided by ARB | -23.7 | -19.8 | -16.7 | -15.7 | -20.0 | -32.0 | -16.8 | -15.0 |
| | | Sum | 261.4 | 209.8 | 194.4 | 163.1 | 149.5 | 125.7 | 106.4 | 102.6 |
| | | SCAB | 262 | 210 | 195 | 164 | 150 | 126 | 107 | 103 |
| | Budget – Plan | | 15 | 14 | 29 | 21 | 35 | 14 | 33 | 37 |

^a2017 interpolated between 2014 and 2018

Table 4. PM2.5 (24-Hour Emissions [Tons/Day])

| Pollutant | | 2014 | 2020 | 2030 | 2035 |
|-----------|----------------------|-----------|------------|------------|------------|
| ROG | Budget | 132 | 132 | 132 | 132 |
| | Plan | 124 | 105 | 73 | 66 |
| | Budget – Plan | 8 | 27 | 59 | 66 |
| NOx | Budget | 290 | 290 | 290 | 290 |
| | Plan | 275 | 183 | 114 | 108 |
| | Budget – Plan | 15 | 107 | 176 | 182 |
| PM2.5 | Budget | 35 | 35 | 35 | 35 |
| | Plan | 21 | 12 | 5 | 5 |
| | Budget – Plan | 14 | 23 | 30 | 30 |

Table 5. PM10 (24-Hour Emissions [Tons/Day])

| Pollutant | | 2014 | 2020 | 2030 | 2035 |
|-----------|----------------------|------------|------------|------------|------------|
| ROG | Budget | 251 | 251 | 251 | 251 |
| | Plan ^a | 124 | 96 | 73 | 66 |
| | Budget – Plan | 127 | 155 | 178 | 185 |
| NOx | Budget | 549 | 549 | 549 | 549 |
| | Plan ^a | 275 | 167 | 114 | 108 |
| | Budget – Plan | 274 | 382 | 435 | 441 |
| PM10 | Budget | 166 | 166 | 166 | 166 |
| | Plan ^b | 79 | 79 | 85 | 87 |
| | Budget – Plan | 87 | 87 | 81 | 79 |

a Including baseline adjustments provided by ARB.

b Excluding AQMD Backstop Measure.

On March 22, 2013, EPA Regional Administrator, Jared Blumenfeld, signed a proposed rule approving the South Coast PM10 maintenance plan and the associated motor vehicle emissions budgets. Table 6 below is for information purposes only since the proposed new budgets have not been finalized by EPA. If the new PM10 budgets are approved by EPA as proposed, Table 6 will supersede Table 5 above.

Table 6. PM10 (24-Hour Emissions [Tons/Day]) with New PM10 Budgets Proposed by EPA in April 2013 (pending EPA approval)

| Pollutant | | 2014 | 2020 | 2030 | 2035 |
|-----------|----------------------|-----------|-----------|-----------|-----------|
| ROG | Budget | 182 | 110 | 81 | 81 |
| | Plan ^a | 124 | 96 | 73 | 66 |
| | Budget – Plan | 58 | 14 | 8 | 15 |
| NOx | Budget | 372 | 180 | 116 | 116 |
| | Plan ^a | 275 | 167 | 114 | 108 |
| | Budget – Plan | 97 | 13 | 2 | 8 |
| PM10 | Budget | 159 | 164 | 175 | 175 |
| | Plan ^b | 79 | 79 | 85 | 87 |
| | Budget – Plan | 80 | 85 | 90 | 88 |

a Including baseline adjustments provided by ARB.

b Excluding AQMD Backstop Measure.

Table 7. CO (Winter Emissions [tons/day])

| Pollutant | | 2015 | 2020 | 2030 | 2035 |
|-----------|----------------------|------------|--------------|--------------|--------------|
| CO | Budget | 2,137 | 2,137 | 2,137 | 2,137 |
| | Plan | 1,208 | 871 | 593 | 522 |
| | Budget – Plan | 929 | 1,266 | 1,544 | 1,615 |

Table 8. NO2 (Winter Emissions [Tons/Day])

| Pollutant | | 2014 | 2020 | 2030 | 2035 |
|-----------|----------------------|------------|------------|------------|------------|
| NO2 | Budget | 680 | 680 | 680 | 680 |
| | Plan | 311 | 194 | 136 | 125 |
| | Budget – Plan | 369 | 486 | 544 | 555 |

Western Mojave Desert Air Basin – Los Angeles County (Antelope Valley Portion) and San Bernardino County (Western Portion of MDAB)

Table 9. 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

| Pollutant | | 2014 | 2020 | 2027 | 2035 |
|-----------|----------------------|-----------|-----------|-----------|-----------|
| ROG | Budget | 22 | 22 | 22 | 22 |
| | Plan | 13 | 10 | 9 | 8 |
| | Budget – Plan | 9 | 12 | 13 | 14 |
| NOx | Budget | 77 | 77 | 77 | 77 |
| | Plan | 34 | 24 | 21 | 22 |
| | Budget – Plan | 43 | 53 | 56 | 55 |

Mojave Desert Air Basin – San Bernardino County Portion Excluding Searles Valley

Table 10. PM10 (24-Hour Emissions [Tons/Day])

| Pollutant | | 2014 | 2020 | 2030 | 2035 |
|-----------|-------------------------|------------|------------|------------|------------|
| PM10 | No Build | 9.8 | 10.1 | 11.8 | 12.8 |
| | Build | 9.1 | 9.6 | 11.3 | 12.1 |
| | No Build – Build | 0.7 | 0.5 | 0.5 | 0.7 |

Mojave Desert Air Basin – Searles Valley portion of San Bernardino County

Table 11. PM10 (24-Hour Emissions [Tons/Day])

| Pollutant | | 2014 | 2020 | 2030 | 2035 |
|-----------|-------------------------|------------|------------|------------|------------|
| PM10 | No Build | 0.1 | 0.1 | 0.1 | 0.1 |
| | Build | 0.1 | 0.1 | 0.1 | 0.1 |
| | No Build – Build | 0.0 | 0.0 | 0.0 | 0.0 |

Salton Sea Air Basin – Riverside County Coachella Valley Portion

Table 12. 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

| Pollutant | | 2014 | 2020 | 2027 | 2035 |
|-----------|----------------------|----------|-----------|-----------|-----------|
| ROG | Budget | 7 | 7 | 7 | 7 |
| | Plan | 6 | 6 | 4 | 4 |
| | Budget – Plan | 1 | 1 | 3 | 3 |
| NOx | Budget | 26 | 26 | 26 | 26 |
| | Plan | 19 | 12 | 11 | 11 |
| | Budget – Plan | 7 | 14 | 15 | 15 |

Table 13. PM10 (24-Hour Emissions [Tons/Day])

| Pollutant | | 2014 | 2020 | 2030 | 2035 |
|-----------|----------------------|------------|------------|------------|------------|
| PM10 | Budget ^a | 10.9 | 10.9 | 10.9 | 10.9 |
| | Plan | 8.0 | 7.6 | 7.8 | 8.0 |
| | Budget – Plan | 2.9 | 3.3 | 3.1 | 2.9 |

^a Budget set to one decimal place by 2003 Coachella SIP.

Salton Sea Air Basin – Imperial County Portion

Table 14. 1997 and 2008 Ozone (Summer Planning Emissions [Tons/Day])

| Pollutant | | 2015 | 2020 | 2030 | 2035 |
|-----------|----------------------|----------|----------|----------|----------|
| ROG | Budget | 7 | 7 | 7 | 7 |
| | Plan | 5 | 4 | 4 | 4 |
| | Budget – Plan | 2 | 3 | 3 | 3 |
| NOx | Budget | 17 | 17 | 17 | 17 |
| | Plan | 12 | 9 | 9 | 10 |
| | Budget – Plan | 5 | 8 | 8 | 7 |

Table 15. PM2.5 (24-Hour Emissions [Tons/Day])

| Pollutant | | 2014 | 2020 | 2030 | 2035 |
|-----------|-------------------------|------------|------------|------------|------------|
| PM2.5 | No Build | 0.7 | 0.7 | 0.8 | 0.8 |
| | Build | 0.7 | 0.6 | 0.7 | 0.8 |
| | No Build – Build | 0.0 | 0.1 | 0.1 | 0.0 |

Table 16. PM10 (24-HOUR Emissions [Tons/Day])

| Pollutant | | 2014 | 2020 | 2030 | 2035 |
|-----------|-------------------------|------------|------------|------------|------------|
| PM2.5 | No Build | 2.1 | 2.3 | 2.6 | 2.8 |
| | Build | 1.8 | 2.0 | 2.3 | 2.4 |
| | No Build – Build | 0.3 | 0.3 | 0.3 | 0.4 |

Public Review and Comment

SCAG is required to provide a 30-day public review and comment period for the draft Amendment. A Notice of Availability and Public Hearing, and the draft Amendment was posted on SCAG's website at <http://scag.ca.gov>. Written comments were accepted until 5:00PM on Thursday, May 9, 2013, via US mail or email to:

Southern California Association of Governments
Attention: Margaret Lin
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017
or to lin@scag.ca.gov

A public hearing was also held at SCAG's Main Office in Los Angeles on Wednesday, April 17, 2013, at 10:00AM and was accessible via videoconference at SCAG's regional offices throughout the region.

One public comment was received. The comment, along with SCAG's response, can be found on the table on the following page.

SCAG has also fully coordinated this Amendment with the regional stakeholders through SCAG's committee structure. Specifically, staff provided periodic reports regarding this Amendment to the Transportation Committee (TC), the Energy and Environment Committee (EEC), and Transportation Conformity Working Group (TCWG).

Comments and Responses

| DATE | NAME | AFFILIATION | FORMAT | COMMENT SUMMARY | RESPONSE TO COMMENT |
|---------|-------------|---------------------------------------|--------|---|---|
| 4/15/13 | JAMES MEJIA | SAN BERNARDINO ASSOCIATED GOVERNMENTS | E-MAIL | <p>SANBAG comment to 2013 FTIP Consistency Amendment #13-04:</p> <ol style="list-style-type: none"> 1. SANBAG requests to change the lead agency of project 200048 from Rancho Cucamonga to SANBAG in our Amendment 4 submittal. Due to the anticipated approval of Amendment 4, SANBAG would like to submit as the project Lead Agency as we will be taking that role for the project's construction phase. 2. We also would like to correct the description on project 20061201. There is a typo near the end of the description that states I-12/I-215 IC instead of the I-15. | <p>Thank you for your comment. The requested changes have been made, and appear in this final Amendment document.</p> |

Conclusion

This Amendment maintains the integrity of the transportation conformity findings of the adopted 2012-2035 RTP/SCS. This Amendment also remains compliant under SB 375 and continues to meet and exceed the greenhouse gas emission reduction targets. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial

increase in the severity of previously identified significant effects. Appropriate and adequate procedures have been followed in ensuring coordination of this Amendment, allowing all concerned parties, stakeholders, and the public ample opportunities to voice concern and provide input. In conclusion, this Amendment No. 1 to the 2012-2035 RTP/SCS complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

Attachments: Public Comments

From: James Mejia [mailto:jmejia@sanbag.ca.gov]
Sent: Monday, April 15, 2013 12:25 PM
To: Rosemary Ayala
Cc: Carrie Schindler
Subject: SANBAG comment to 2013 FTIP Consistency Amendment #13-04

Hello Rosemary,

SANBAG comment to 2013 FTIP Consistency Amendment #13-04:

1. SANBAG requests to change the lead agency of project 200048 from Rancho Cucamonga to SANBAG in our Amendment 4 submittal. Due to the anticipated approval of Amendment 4, SANBAG would like to submit as the project Lead Agency as we will be taking that role for the project's construction phase.
2. We also would like to correct the description on project 20061201. There is a typo near the end of the description that states I-12/I-215 IC instead of the I-15.

Thank you

James Mejia

Transportation Programming Specialist
San Bernardino Associated Governments
1170 West 3rd Street, 2nd Floor
(909) 884-8276 x163

DATE: June 6, 2013

TO: Energy and Environment Committee (EEC)
Community, Economic and Human Development Committee (CEHD)

FROM: Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838,
liu@scag.ca.gov

SUBJECT: Sustainability Program Call For Proposals Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

The 2013 Sustainability Program consolidated Call-for-Proposals was released on April 4, 2013, with an application deadline of May 31, 2013. The Sustainability Program builds on the success of the Compass Blueprint effort to provide services for communities and partners with two (2) new components: Active Transportation and the Green Region Initiative. A status update on the number of Applications received, and the total amount of requested assistance will be presented verbally to the EEC and CEHD Committees.

The next step is to evaluate and rank the applications based on the criteria approved by the Regional Council on April 4, 2013 and to present this to the Policy Committees and Regional Council on August 1, 2013.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

The Sustainability Program consolidated Call-for-Proposals was released on April 4, 2013, with an application deadline of May 31, 2013. Staff will provide a verbal update on the number of project proposals received; the number of cities, counties and stakeholder organizations applying; and the total estimated value of requested assistance. A review committee is currently evaluating the proposals according to the selection criteria approved by the Regional Council and will rank the proposals for funding based on this evaluation. The ranked project list will be presented to the Policy Committees and Regional Council on August 1, 2013. A total funding of one million dollars is currently budgeted for this program and we anticipate additional funding will be made available during Fiscal Year 2013-2014. Work on top-ranked proposals will begin in late summer or fall of 2013 and continue for approximately 12 months.

FISCAL IMPACT:

Funding for the selected proposals resulting from the Sustainability Program's Call for Proposals is proposed as part of the draft FY2013/2014 Overall Work Program (OWP) Budget, which includes \$500,000 from a Strategic Growth Council grant awarded to SCAG. Funding of any work for FY2013-2014 is contingent upon approval of the OWP Budget and availability of funding. Staff's work for the current fiscal year is included in FY2012-2013 OWP 13-225.SCG01641E.01 and 13-065.SCG00137.01.

ATTACHMENT:

None

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DATE: June 6, 2013

TO: Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838,
liu@scag.ca.gov

SUBJECT: Bottom-up Local Input Process for 2016-2040 RTP/SCS and Growth Forecast Development

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EEC and TC:

For Information Only – No Action Required.

RECOMMENDED ACTIONS FOR CEHD:

1. Recommend Regional Council's approval that jurisdictions' City Manager, County Administrator, Subregional Executive Director (in the case where a subregional organization is submitting the input on behalf of its member jurisdictions), or their respective designee provide approval on growth forecast and land use data utilizing the Data Verification and Approval Form (Attachment 1).
2. Recommend Regional Council's approval that local jurisdictions are strongly encouraged to adopt a formal resolution designating a staff position, or their designee, to approve and submit to SCAG the local jurisdiction's input on the growth forecast and land use data for the 2016-2040 RTP/SCS. It is preferred that the designated position be a City Manager, County Administrator, or a Subregional Executive Director. This resolution will be submitted to SCAG along with the Data Verification and Approval Form. A sample resolution is provided (Attachment 2).

EXECUTIVE SUMMARY:

SCAG staff recommends a bottom up local input process again for the successful completion of the 2016-2040 RTP/SCS. Based upon lessons learned from the 2012 RTP/SCS input process, it is necessary to clarify who speaks for the jurisdiction when submitting growth forecasting information. As a follow-up to the discussion by the CEHD Committee at its February 7, 2013 meeting, staff seeks direction and approval from the CEHD Committee as to a preferred protocol for communicating, approving, and submitting input from local jurisdictions to SCAG as it relates to land use and socioeconomic data for the 2016-2040 RTP/SCS. The deadline for submitting the data is September 30th, 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

SCAG staff previously presented an overview of the 2016-2040 RTP/SCS preliminary draft schedule (Attachment 3) including key milestones at the February 7, 2013 CEHD Committee meeting. At this

meeting, the CEHD Committee inquired about the anticipated input and review period; data and information to be reviewed by local jurisdictions; and expected approval process for local input.

The CEHD Committee directed staff to establish a formal protocol for communications between SCAG staff and local jurisdictions regarding the input and review process. Upon Regional Council approval of the local input approval protocol, SCAG staff will send a comprehensive letter to each jurisdiction outlining in detail the 2016-2040 RTP/SCS development process.

In order to ensure that this effort facilitates local jurisdictions' participation in the process, SCAG had extensive communication with our partners and stakeholders on this subject, including the Technical Working Group, subregional coordinators/executive directors, and subregional planning directors' technical advisory committees throughout the region. Also, a number of local jurisdictions were surveyed to gauge the amount of time and resources required to participate in the local input process. A key advisory point was that the process for providing verification and approval of SCAG's data be flexible enough to encourage a high level of participation. Requiring that local jurisdictions pass a resolution on their anticipated growth in population, household, and employment, for example, would prevent many jurisdictions from providing input to SCAG.

Staff's recommendation for the use of the Data Verification and Approval form facilitates flexibility in providing input to SCAG, and also makes clear that the information submitted is the official input from a given jurisdiction. The additional recommendation that cities and counties submit a resolution designating a staff position to provide input to SCAG gives an option that allows for increased accountability, as needed.

These two (2) options were developed to address lessons learned from the 2012-2035 RTP/SCS and RHNA processes. It was observed previously that communication between a given local jurisdiction and SCAG could be interrupted due to local staffing changes, which sometimes resulted in confusion whether previously provided growth input was still valid. Also, local opinions about growth forecasts can sometimes be inconsistent across departments in a given jurisdiction. Designating a single staff position to have the role of providing input to SCAG can add clarity to the process, and ensures that information submitted to SCAG represents a local jurisdiction's official input.

FISCAL IMPACT:

Activities related to the 2016 RTP/SCS development are included in the SCAG budget under 13-010.SCG0170.01, 13-020.SCG1635.01, 13-055.SCG0133.025, and 13-070.SCG0130.10.

ATTACHMENTS:

1. Data Verification and Approval Form
2. Sample Resolution
3. 2016-2040 RTP/SCS Preliminary Draft Schedule

Data Verification and Approval Form

Local Input and Review Process

2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

Date: _____

A - Contact & Background Information

This Represents Communication:

From the Jurisdiction of _____ to SCAG

Jurisdiction Contact Person: _____

Position: _____

Email: _____

Phone: _____

Background Information:☐ My Jurisdiction has enacted a resolution giving me the authority to verify and/or approve SCAG's data☐ I am my Jurisdiction's City Manager, County Chief Operating Officer, or Subregional Executive Director or their designee☐ None of the Above (I acknowledge that any verification and/or approval of SCAG's data will be considered official input from my Jurisdiction)**Background Information, if any, based upon Previous Communication:** _____

B - Action Items

We are seeking to (please check the appropriate boxes):**Submit to SCAG:**☐ Verification of Accuracy of SCAG's Land Use Data☐ Official Approval of SCAG's Demographic Data☐ Other (Please Specify): _____

C - Data Type

With Relation to SCAG's:**Land Use Data:**☐ General Plan Land Use☐ Existing Land Use (2012)☐ Zoning☐ Jurisdictional Boundary☐ Sphere of Influence☐ Farmland☐ Flood Areas☐ Endangered Species☐ Transit Priority Areas☐ Open Space Conservation Plans☐ Other (Please Specify): _____**Demographic Data:**☐ Population☐ Households☐ Employment**Year:**☐ 2012☐ 2020☐ 2035☐ 2040**Geographic Level:**☐ Jurisdictional Level☐ Other Geographic Level (Please Specify): _____

D - Description of Action Items

Comments (if applicable): _____**Verification of SCAG's Land Use Data (if applicable):**☐ We have reviewed SCAG's Land Use Data and verify its accuracy☐ We cannot verify the accuracy of the data at this time and would like to suggest the revisions described above

X _____

Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative)

Official Approval of SCAG's Jurisdictional Level Demographic Data (if applicable):☐ We have reviewed SCAG's Jurisdictional Level Demographic Data and can provide official approval☐ We cannot provide official approval at this time, and would like to suggest the jurisdictional-level figures listed below

| | 2012 | 2020 | 2035 | 2040 |
|------------|------|------|------|------|
| Population | | | | |
| Households | | | | |
| Employment | | | | |

X _____

Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative)

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RESOLUTION NO. ____

**A RESOLUTION OF THE (NAME OF LOCAL
JURISDICTION OR SUBREGIONAL ORGANIZATION)
DESIGNATING (TITLE OF STAFF POSITION)
TO SUBMIT LOCAL GROWTH FORECASTS TO THE
SOUTHERN CALIFORNIA ASSOCIATION OF
GOVERNMENTS**

WHEREAS, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization (“MPO”), pursuant to 23 U.S.C. 134 et seq. and 49 U.S.C. 5303 et seq. for six (6) counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial; and

WHEREAS, as the MPO, SCAG is engaged in the Local Input process for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); and

WHEREAS, local jurisdictions or subregional organization within the SCAG region are requested to review, comment and verify the maps, data, growth forecast information and land use information transmitted by SCAG by September 30, 2014; and

WHEREAS, (Name of Local Jurisdiction or Subregional Organization) has reviewed the maps, data, growth forecast information and land use information transmitted by SCAG, and is prepared to submit its input to SCAG.

NOW, THEREFORE, BE IT RESOLVED by the (Name of Governing Body) of the (Name of Local Jurisdiction or Subregional Organization) that it hereby designates (Name of designated staff position) or its designee to approve and submit to SCAG the 2016-2040 RTP/SCS local land use and growth forecasts of jurisdictional level population, household and employment for 2012, 2020, 2035, and 2040. [If resolution is from a Subregional Organization, please list the name(s) of the jurisdiction(s) to which the Subregional Organization is submitting the local input information.]

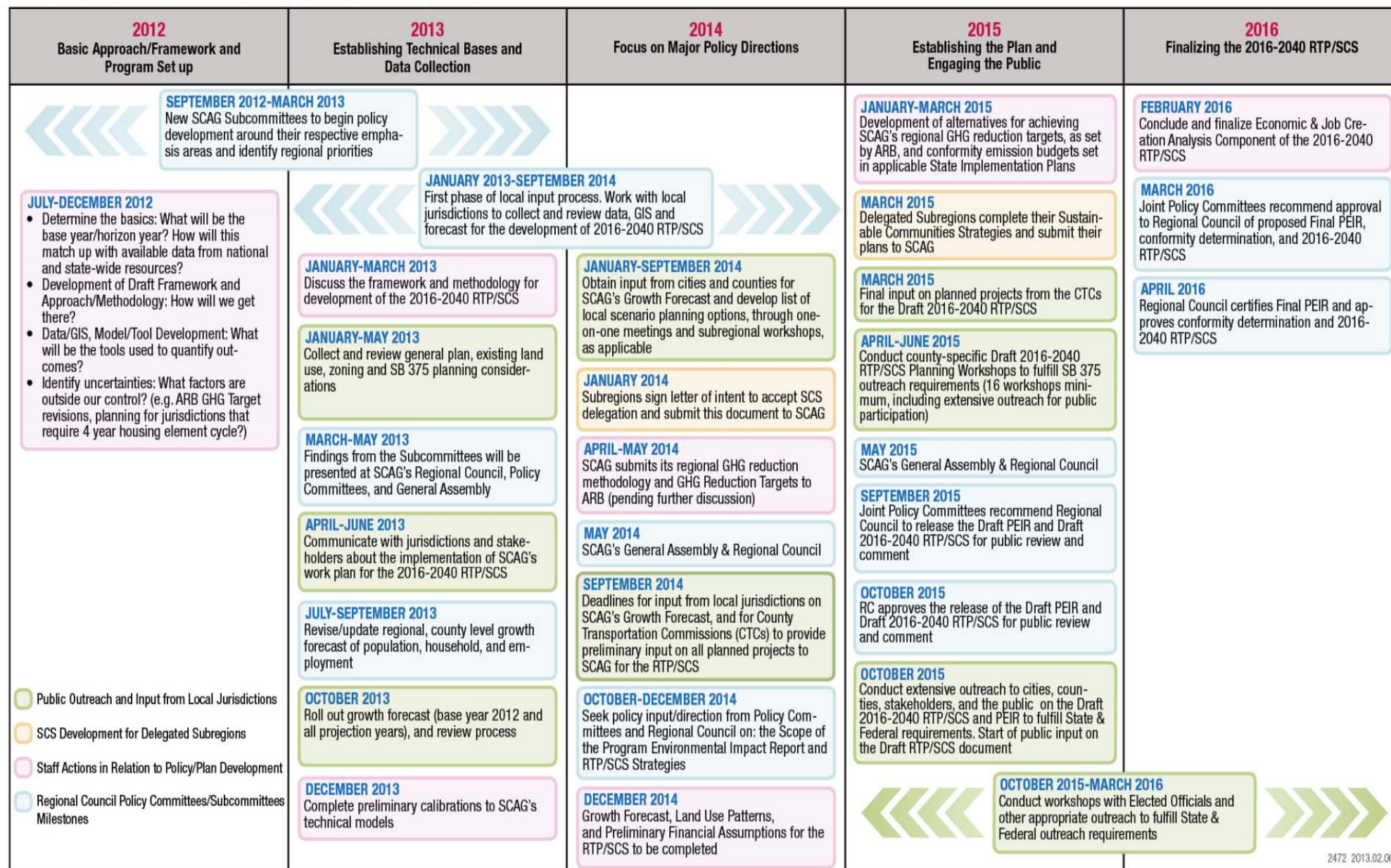
APPROVED AND ADOPTED by or before September 30, 2014.

Authorized Representative
of Local Jurisdiction or
Subregional Organization

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SCAG's **DRAFT** Preliminary Schedule for Development of the 2016-2040 RTP/SCS as of January 2013

This schedule provides a preliminary summary of development and phasing for the 2016-2040 RTP/SCS. Both the technical framework and timeline for collaboration with regional stakeholders are presented in detail. It is important to note that as development of the 2016-2040 RTP/SCS solidifies, changes may be made to account for input from our governing bodies and our partner agencies.



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